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Motorcycle

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America's Greatest Cycling Magazine

Vol 18
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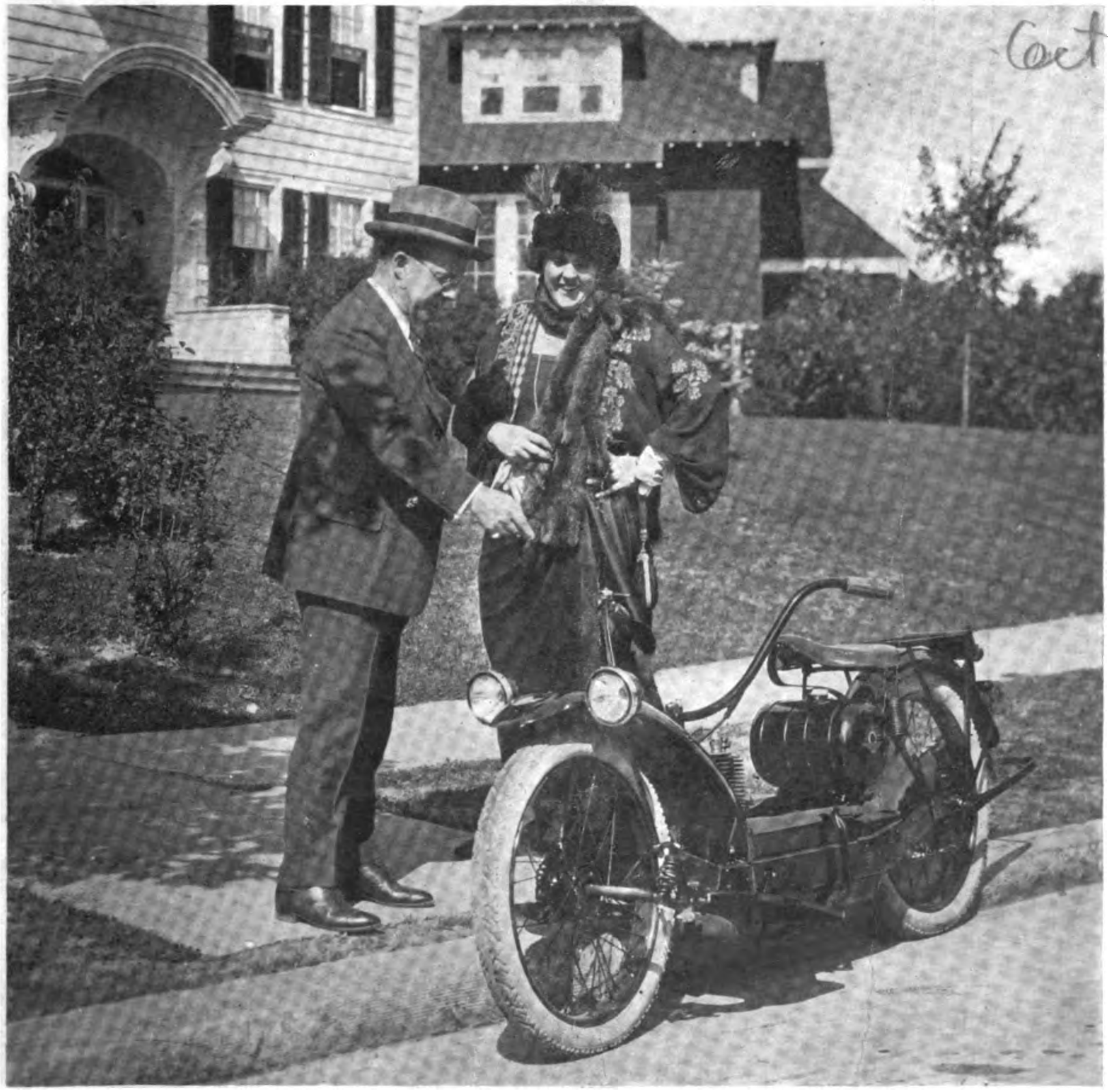
1922



Mrs. Sydney Drew, Movie and Vaudeville Star Takes to the Motorcycle.

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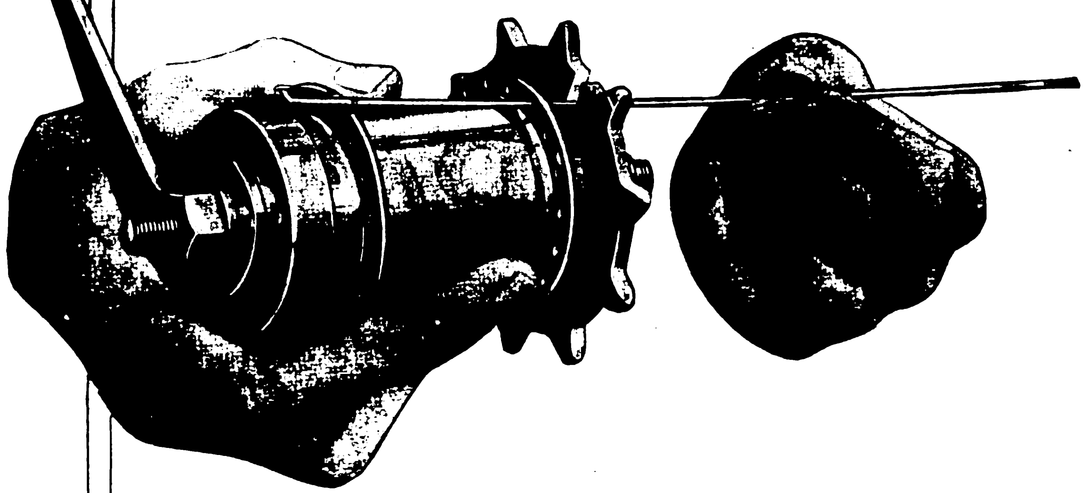

Time-Saving—Labor-Saving

The new and exclusive MORROW slotted sprocket

NO LONGER is it necessary for repairmen to tear down the coaster brake assembly just to replace a spoke in the rear wheel! The MORROW slotted sprocket enables you to insert a new spoke from *left* to *right* or from *right* to *left* THROUGH the rear sprocket, without even removing the chain!

Replacing a spoke is now a matter of a few minutes instead of an hour. The saving in time and labor is a *cash saving* to you or your customer.

MORROW design throughout is of the same high standard as the labor-saving slotted sprocket. Greater braking surface, more ball bearings, simple, accessible design have been MORROW practice for years.

Your customers want the MORROW brake. It is *good business* to supply their demand.

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Motorcycle and Bicycle ILLUSTRATED
America's Greatest Cycling Magazine

Vol. 18 *October 5, 1922* *No. 40*

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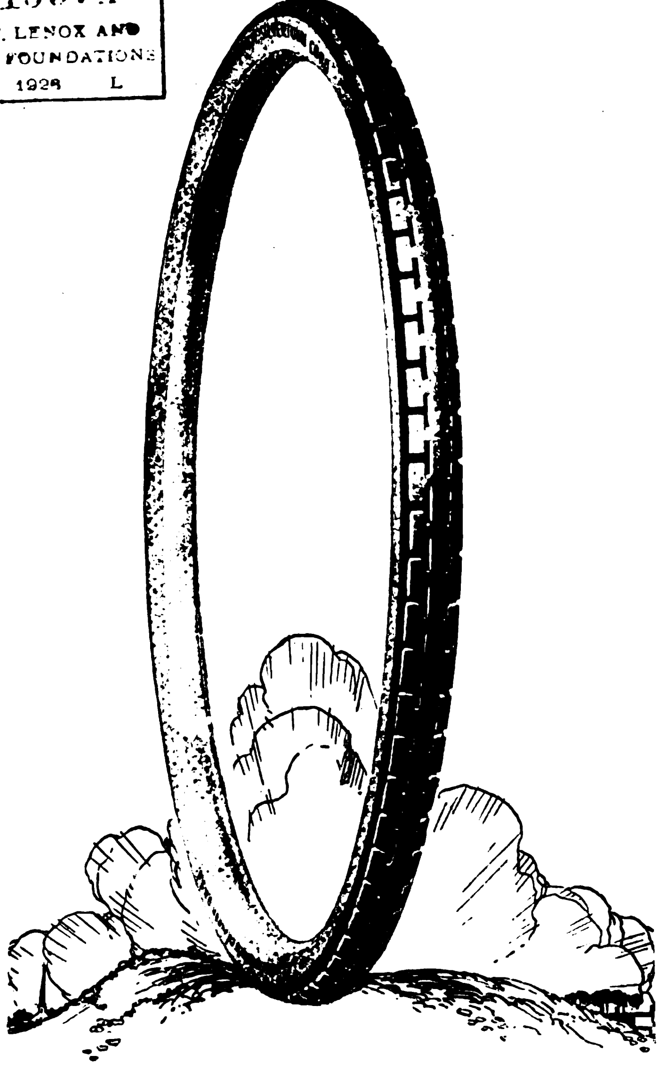

The Outstanding Success of the Year!

Goodrich Silvertown Cord for Bicycles has already duplicated the first year sensation of its distinguished brother, Goodrich Silvertown Cord for automobiles, and is headed straight for supremacy in sales.

Stock Silvertowns and ride with them to profit!

THE B. F. GOODRICH RUBBER COMPANY
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Goodrich
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Cords for Bicycles
"BEST IN THE LONG RUN"

Stock Ace "4" driven by New Transcontinental 6 days : 22 hours :

Cuts 17 hours, 24 minutes

3332 miles of perfect motor operation—not an instant's engine trouble from coast to coast.

All the way on one set of tires —still carrying Los Angeles air when the Ace arrived in New York. Yes, four-cylinder smoothness **does** make tires wear longer.

Faster time over Raton Pass (up an 8,000-foot rise and down again in 25 miles) than was made with high-powered automobiles that established four - wheeler transcontinental records.

Many miles of slow, cautious driving through almost impenetrable fog in the eastern mountains—a handicap which added several hours to Baker's time of finishing.

Hundreds of miles of low-speed and second-gear driving on the fearful roads of Arizona, Kansas and Missouri, with the wonderful Ace motor never whimpering under most severe punishment — "it sure does stand the gaff," says Baker.

The most impressive demonstra

in the history

ACE MOTOR

Erie Ave. and Sepviva St.,

"I have seen lots of motorcycles come through here trying for Coast-to-Coast records," says S. A. Stauffer, the progressive dealer of Dodge City, Kans., "but never saw one that showed less effect of wear and tear than Baker's Ace. His machine looked good as new, although it had then traveled more than 1,550 miles in 3½ days over the hardest kind of going."

From Ocean to Ocean, "you

"Cannonball" Baker sets Motorcycle Record of 52 minutes

off best previous record

tion of practical road efficiency of motorcycling

CORPORATION

Philadelphia, U. S. A.

The new transcontinental record combines the efforts of a pair of "two-time winners"—E. G. Baker is the only rider who has ever made two record-breaking transcontinental trips on a motorcycle, and W. G. Henderson, designer of the Ace, is the only man who has ever manufactured two transcontinental record-breaking motorcycles.

Baker's performance with the Ace was automatically checked up and confirmed by the observation of scores of dealers, garagemen and motorists all along the route, who knew him from previous trips he has made on various kinds of machines. A majority of his stops were at filling stations, garages or shops of dealers selling other makes of motorcycles, not at Ace stores, so that the efficiency of the machine can be attested to by scores of unbiased witnesses.

"Baker arrived at Ludlow 6:10 A. M., left at 6:40, everything fine; 200 miles on 3½ gallons of gasoline and 2 quarts of oil," was Roy Artley's report.

Simonson & Danielson, of Albuquerque, wired: "Baker arrived 3 A. M. Roads bad, motor fine. On schedule."

O. K. Newby, of Kansas City, stated: "Baker and the Ace both feeling fine. Left Lone Jack 8:30. Motor sounds great."

can depend on the Ace"

"WE haven't enough yet," says Santa Claus, as he looks over the hundreds of New Departure equipped bicycles in his shop, all ready to send to boys and girls as Christmas gifts.

With prices down and ten million boys wanting a bicycle most of all, your Christmas selling season will be a hummer, particularly if you specify New Departure Coaster Brakes on the wheels you order.

The New Departure is known for its reliability and durability. It is an ear-mark of a good wheel.

Special Christmas posters and folders made to fit your holiday selling are yours for the asking. Write us today and they will be forwarded in ample time for making good, paying use of them.

THE NEW DEPARTURE MANUFACTURING COMPANY
Bristol, Connecticut

Indian

SEYMOUR

BRINCK

MARKS

Smashes World's Records

Four Times in One Race Meet

The best time ever recorded for a 30:50 machine on a dirt track was bettered by 3 different Indian riders at Toledo, Ohio, Sept. 24, 1922.

The most phenomenal performance was that of Don Marks in the 10 mile open, who covered the distance in 8:17, an average of 49 7-10 seconds to the mile. This is the first time in history that a 30:50 machine has covered a mile in less than 50 seconds.

FIVE MILE OPEN—
Won by Seymour..INDIAN..Time, 4:12:2-5

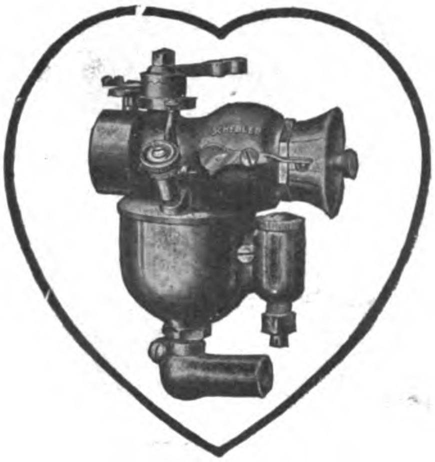
TEN MILE OPEN—
Won by Marks....INDIAN..Time, 8:17

FIVE MILE OPEN—
Won by Marks....INDIAN..Time, 4:11:1-5

FIVE MILE FINAL—
Won by Brinck...INDIAN..Time, 4:11:2-5

HENDEE MANUFACTURING COMPANY
Largest Motorcycle Manufacturer in the World
SPRINGFIELD, MASS.

The Record Breakers



The Heart of the Motorcycle

WHEN "Cannon Ball" Baker was selecting the equipment for the Ace motorcycle with which he smashed to smithereens the transcontinental record, he picked a Schebler carburetor.

E. G. (Cannon Ball) Baker, who clipped 17 hours and 24 minutes from the transcontinental record with a Schebler-equipped Ace motorcycle. The new record is 6 days, 22 hours and 52 minutes.

Baker knew from past experience that the Schebler would deliver the goods. He knew that the Schebler can always be depended upon, for he had proved it time and again.

Dependable

That's the word that best describes the Schebler. If your motorcycle is Schebler equipped you know you are getting the utmost in fuel economy and power under all conditions.

The
Wheeler Schebler Carburetor Co.
Indianapolis, U. S. A.

A flashlight of Baker as he finished a winner in the first transcontinental motorcycle race ever staged. You can't blame him for looking sleepy. The man with the white shirt and bow tie is General Manager C. W. Plass of the Ace Motor Corp. Engineer W. G. Henderson stands at Baker's left at the rear of the machine.

Baker *Wins* Transcontinental Race

Wells Bennett Drops Out at Philadelphia When it Is Clear There Is No Chance to Equal Cannonball's Record

By Paul J. Bailey

By winning what was in many respects the most thrilling and sensational long distance motorcycle race ever held in the history of the sport, "Cannonball" Baker established a new transcontinental motorcycle record when he stepped on to the ferry at Perth Amboy, N. J., at 12:45 A. M. September 28, touching the ground at Tottenville, Staten Island, at 12:52, thus completing the trip from Los Angeles in 6 days, 22 hours, 52 minutes, and chopping 17 hours, 24 minutes off the old record, which has stood since Alan T. Bedell made his famous journey in June, 1917.

Baker rode an Ace four cylinder motorcycle, equipped with U. S. Traxion tread tires, Duckworth chain, Schebler carburetor, Sims magneto, Midwest storage battery, Robert Bosch spark plugs, Splitdorf generator, Troxel saddle, S. & M. lamps, and Klaxon horn. He wore Resistal goggles.

Baker had started from Los Angeles 11 P. M. (Pacific time) September 20 (2:00 A. M. Eastern Standard time). He was checked out there by John J. O'Connor, Freddy Ludlow and a number of prominent trade men and riders of Los Angeles, and was accompanied as far as Cajon Pass by Ludlow, who is now a speed cop and who acted as pace maker to insure keeping within legal speed limits in his jurisdiction—which meant 35 miles an hour.

The first bad stuff was encountered at Victorville, 103 miles outside of Los Angeles, and gave Baker rough travelling for a considerable distance. Barstow was passed about 45 miles farther, and then Ludlow, which Baker reached in about six and one-half hours' time for the first 200 miles. Roy Artley had stationed himself at Ludlow, where he greeted the transcontinentalist as he went through. Baker refilled with gas and oil here, having used only 3½ gal. of gas and 2 qts. of lubricant for the 200 miles travelled.

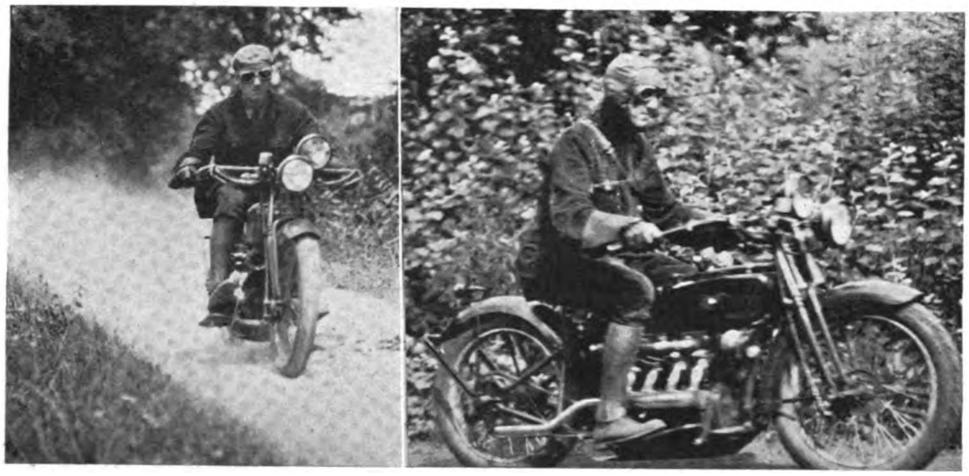
BAKER'S PROGRESS

First day—Los Angeles to Flagstaff, 544 miles.
Second day—Flagstaff to Las Lunas, 353 miles.
Third day—Las Lunas to La Mar, Colo., 425 miles.
Fourth day—La Mar to Ottawa, Kansas, 599 miles.
Fifth day—Ottawa to St. Charles, Mo., 364 miles.
Sixth day—St. Charles to Columbus, O., 497 miles.
Seventh day (22 hrs., 54 min.)—Columbus to New York, 550 miles.
Total distance—3,332 miles.

Needles was the next stop, and 16 miles beyond that point he crossed the river at Topock, over the State line into Arizona.

Crossing Arizona proved to be fearfully rough travelling, as the way over the mountains was in horrible condition. Second gear was used almost continuously for the next 300 miles. There was deep mud as the result of a heavy rain storm near Seligman and Baker and the Ace battled their way for miles through the toughest kind of going.

The one puncture of the entire journey occurred at Seligman. He found his rear tire flat as he went into the Old Trails Garage there. So he had the garage man repair the puncture while he crossed the street to the Harvey House and ate a substantial meal.



Two snaps of Baker in action.

Here occurred one of the instances of cordial good sportsmanship which Cannonball encountered frequently on the journey. As he pulled into the garage with the flat tire the repair man was engaged fixing a tire for an automobile tourist from Pennsylvania. The automobile owner gladly gave him right-of-way for any repair work that he might be needing quickly. This puncture was the only tire trouble that Baker had on the entire trip. The same set of tires was used all the way across and he arrived in New York with 45 lbs. pressure of California air in his front tire, while the rear tire was still inflated with 50 lbs. of mixed Arizona and Kansas atmosphere. He pumped a bit more in when the rear tire was found a trifle soft at Cottonwood Falls, Kansas. This is the first instance of a motorcycle transcontinental record having been made without change of tires.

Another interesting incident occurred while at Seligman, for as Baker came out of the Harvey House after eating, he heard his name called from across the street, and saw M. E. Gale, the traveller who gained fame by his extended journeys with an Emblem motorcycle several years ago. Gale was going through town on an automobile tour and just chanced to be there at the same time as Baker. After a few minutes' conversation the two parted and travelled in opposite directions.

The change in temperature was abrupt, dropping from 118 degrees when he was at Needles shortly before noon, to near the freezing point when he reached Flagstaff at about 10:30 that evening.

He slept an hour at the garage in Flagstaff, then bundled up in several layers of newspaper buttoned under his coat to keep out the chill. It took from midnight until 6 A. M. to cover the next 68 miles. As Baker got below the timber line on the mountains he had to stop to take the layers of newspaper from under his coat to avoid becoming uncomfortably warm. He stopped half an hour at Winslow to take on gasoline and eat a warm meal, then continued to Holbrook, 102 miles from Flagstaff, where he again brimmed his tank.

Baker replenished his tank quite frequently all the way, preferring to keep well filled up so as to have a good reserve at all times and run no chances of going dry between stations. He maintained a wide margin of safety on the oil gauge, figuring that a bit more oil than was absolutely necessary would do no harm and it was better to run a little stronger on lubricant than was essential rather than to take chances by going short. Going on to Navajo, 46 miles from Holbrook, he halted for an hour and five minutes to satisfy the inner man and fill his tank.

He was at Gallup, N. M., at 12:30 P. M. September 22, stopping only ten minutes for fuel and lubricant at the old White Garage—and, incidentally, drinking a gallon or so of water, as the travelling across the desert had supplied him with an enormous thirst.

Ten miles out of Grant he was held up for 45 minutes by blasting operations along the road, waiting until 22 charges of dynamite had been exploded where a roadway is being blasted out of the solid rock. Beyond Grant the road continued through deep sand, very rutty. Baker was becoming weary because of the hard work that had been done during the last several hours, and judging it well to avoid over-fatigue, he halted and lay down in a thicket along the roadside for a nap of about an hour, which refreshed him wonderfully. Then he rambled on into Laguna, about 38 miles beyond Grant, encountering many long stretches. Albuquerque, N. M., 170 miles from Gallup, was the next stop, where he took 3 hours and 15 minutes to stow away another meal, tank up the machine and snatch about 2½ hours' sleep.

Going over Raton Pass on the way to Trinidad, Baker made the 25 miles over the Pass, which goes over an 8,000 foot rise in that distance, in 55 minutes. This time shows up as remarkably good in view of the fact that the same accomplishment took him an hour and five minutes when Baker drove across in the Templar automobile and required an hour and 20 minutes when he used the Cadillac car in other record trips.

Pulling into Trinidad at dusk, Baker went into a restaurant, leaving his machine standing outside. When he came out he found it surrounded by several friends who knew him from other transcontinental trips.

He dictated a telegram, which he had sent by one of these men, to points along the route ahead, telling various dealers and others that he was on his way. He arrived at LaJunta, Colo., 91 miles from Trinidad and 365 miles from Albuquerque, at 10:20 P. M. September 23.

And here the proposition changed from a record ride to a competitive transcontinental race, for here it was that a telegram from Los Angeles was delivered to Baker telling him that Wells Bennett on a De Luxe Henderson had left Los Angeles 28 hours after Baker started, and was following east over the same trail, with the intention of beating Baker's time and taking the record away from him.

So the race was on. Baker had expected to sleep two or three hours in Junta, but spurred on by the knowledge that Bennett was striving to snatch the record from him almost before he had had time to cool off, Baker hopped to the saddle again and breezed on his way east, after stopping only 25 minutes.

After leaving La Junta, his attention was attracted by flashlights appearing on the road some distance ahead.

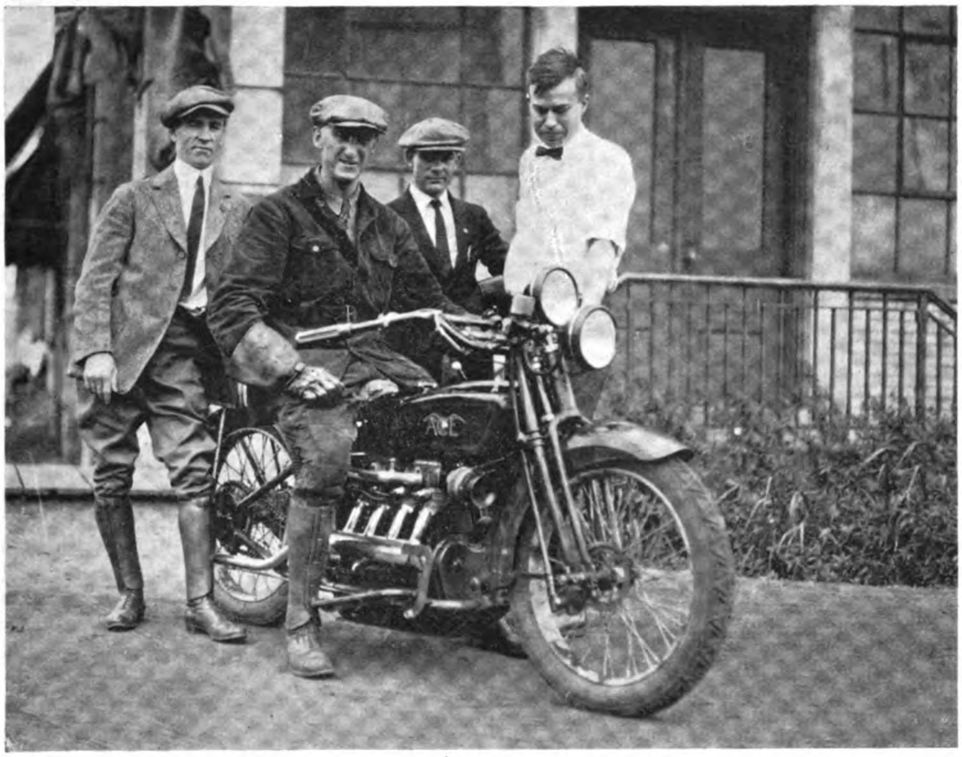
Out of the darkness ahead appeared a group of horsemen, who asked him, when they identified the rider and machine, if he had seen a certain Ford car, describing appearance of its occupants. It proved to be a sheriff's posse which was waiting for a much-wanted thief who was expected to pass that night.

A short distance further Baker found himself growing extremely sleepy, so that he found the landscape "dangling around" before his eyes. So he set the machine up along the roadside and crawled back into the weeds for "forty winks."

He wheeled on rapidly to Syracuse, Kansas, where he arrived at 5:30 A. M. September 24, stopping 1 hour and 15 minutes for gas, oil and breakfast. He pulled into Dodge City at noon. Some of the Dodge City riders started to keep him company as he left town, but Baker was in a hurry and soon dropped his escort behind.

The afternoon's ride was one wild flight of sustained high speed. Western Kansas had held some very rough travelling for him, but east of Dodge City he found it possible to make good time and opened the throttle with a vengeance, exceeding 70 miles an hour down many long stretches of smooth dirt road. The next 220 miles after leaving Dodge City were covered in just 4 hours 40 minutes, which 'most anyone will admit allows no time for grass to grow under his wheels.

Baker was all pepped up by the news that the record run had become a race and swept across the State of Kansas like a prairie fire travelling before a gale. Great Bend, McPherson, Marion were flashed past during the afternoon with only momentary stops for fuel and oil at occasional intervals. Boring on through the gathering darkness, Baker whirled to Emporia, and continued 90 miles farther before midnight to Ottawa, which made a total for the day of about 600 miles riding, including many lengthy detours.



Baker at the Ace factory after a night's rest. At his left is Chief Engineer W. G. Henderson. The man in the white shirt is General Manager C. W. Plass and the other member of the group is E. M. De Long of the Ace technical staff. Baker's machine has been cleaned up and he is ready for another dash.

Next morning, September 25th, Baker was at Olathe, and continued east through Lone Jack and Warnton to Sedalia, Mo., where he arrived at noon. Sixty-seven miles more saw him at Jefferson City, where he hesitated 25 minutes for eats only.

At St. Charles he crossed the toll bridge, and was greatly disappointed to find that the people to whom he had sent word to meet him were not on the job. It developed that Baker had arrived at St. Charles an hour or so later in the night than the dealer had expected, and the latter had not bothered to wait any longer but had gone home and gone to sleep.

Baker's comment on a motorcycle agent who is not sufficiently interested to stay up another hour to help assist in putting across a record of this magnitude would not bear repeating. This neglect caused him fully five hours' delay, as trouble developed with his light which was found to be caused by need of a certain small generator part, which of course could not be obtained in St. Charles.

So he rode on to St. Louis, and lost five hours there trying to locate someone in the early morning hours who could supply that part. When he at last succeeded in arousing a repair man who had the part in stock and got him down to the shop to find said part, it required only a few minutes to slip it into the generator and put everything in first class shape again for him to continue.

Baker stopped at a cornfield about 25 miles after leaving St. Louis and put in about half an hour's sleep there. He arrived at Terre Haute at noon on September 26th. A reception which was as elaborate as the limited time would permit was quickly arranged by J. C. Sayre, motorcycle dealer at Terre Haute.

The distance to Indianapolis was expanded considerably by a 30-mile detour passing through the coal-mine region around Brazil. Baker arrived at the Hoosier capital at 2:20 P. M.

Reports wired from his back trail indicated that Bennett had been slowly losing ground.

Refreshed and with renewed vitality from his rest at Indianapolis, Baker started east over the National Road at 6:30 on the evening of September 26th. By this time he knew that the worst travelling had been traversed, but to avoid chance of accident he proceeded at a somewhat more conservative pace than before. Shortly before reaching Cambridge, Ohio, he encountered what proved the most serious obstacle of the latter part of his journey—a blanket of heavy fog which closed down over the road so as to make it impossible to see more than a few feet ahead and absolutely prevented high speed.

For miles he was forced to creep along at a very slow pace, sometimes in second gear, for it was often impossible to see more than a machine's length ahead. Baker pulled into Wheeling at 7:15 Wednesday morning and took on gas and oil at the National Old Trails garage, by the bridge, at the same time requesting a bystander to send a telegram for him to let the folks further down the line know that he was coming. After leaving Wheeling he again encountered heavy fog in the hollows between the mountains and top speed was out of the question.

At Grantsville a meeting occurred which surprised both parties, as he encountered E. B. Holton, of the New Jersey Motorcycle Club, who happened to be passing along that route just at that time on a vacation tour. E. B. waved his best wishes and Baker continued on his journey northward, arriving at Cumberland, Maryland, at 2:15 in the afternoon. At Columbia, Pennsylvania, he met Marion Slater, of Philadelphia, who trailed him into the latter city, riding some distance behind Baker most of the way.

Baker stopped for gasoline at Lancaster, after which he swarmed along the highway to Philadelphia, where he used but seven minutes in taking on gasoline and oil and a couple of sandwiches, leaving at 9:52 P. M. Wednesday evening.

From Philadelphia to Perth Amboy was a 70-mile flight, which Baker made at a steady and somewhat conservative pace, arriving at Perth Amboy in time to catch the 12:45 ferry, which landed him at Tottenville, Staten Island, the finish line, at 12:52 A. M., thus establishing the new mark of 6 days 22 hours and 52 minutes elapsed time from his departure from Los Angeles (three hours being deducted for difference between Atlantic Coast time and Pacific time).

Baker having arrived at the finish, there was some question as to whether Bennett might be able to surpass the mark that Cannonball had just set, and reports of his progress were watched with interest during the next 24 hours. Baker, however, expressed no concern over the outcome, as his familiarity with the difficulties of the route made him certain that Bennett would be unable to better the time he had just made.

Baker's ride was the fifty-ninth trip he has made across the continent, a large proportion of these having been on motorcycles of one kind or another.

Another unique feature of this performance is the fact that it represents a culmination of two "repeaters"—Baker is the first rider who has twice established transcontinental motorcycle records, and W. G. Henderson, designer of

A flashlight of Baker's start from Los Angeles.

Baker's Route, Stops and Time

Time	City	Intermediate Mileage	Cause of Stop	Duration of Stop
11 P.M., Sept. 20 (Pacific Time)	Los Angeles, Cal.	...		
	Victorville, Cal.	103 miles	Gas and oil	5 min.
	Barstow	45 miles	No stop	
	Ludlow	52 miles	Oil, gas, meal	40 min.
	Needles	107 miles	Gas, oil, drink	15 min.
	Topock	...		
	Kingman, Ariz.	72 miles	Gas, oil, meal	45 min.
	Seligman	92 miles	Puncture, gas oil, meal	50 min.
	Williams	...	Gas	5 min.
Arrived 10:20 P.M., Sept 21 Left 1:00 A.M., Sept 22	Flagstaff (544 miles from L.A.)		Gas, oil, meal, sleep	2 hrs. 40 min.
	Winslow	66 miles	Gas, meal	½ hr.
	Holbrook	26 miles	Gas, oil	15 min.
	Navajo	46 miles	Gas, meal	1 hr. 15 min.
12:30 P.M.	Gallup, N. M.	60 miles	Gas, oil	10 min.
	Grant	60 miles	Gas, oil, meal	35 min.
			Delay by dynamiters on road	45 min.
8:30 P.M.	Laguna	38 miles	Gas, oil, eats, rest	2 hrs. 30 min.
3:00 A.M., Sept. 23	Albuquerque	70 miles	Gas, oil, eats, sleep	3 hrs. 15 min.
	Santa Fe	65 miles	Gas, oil	10 min.
Noon	Las Vegas	75 miles	Gas, oil, meal	55 min.
	Raton	115 miles	Gas, oil, drink, rest	25 min.
	Trinidad	25 miles	Gas, big meal	45 min.
10:20 P.M.	La Junta, Colo.	91 miles	Gas, oil, telegram about Bennett	25 min.
5:30 A.M., Sept. 24	Syracuse, Kan.	115 miles	Gas, oil, breakfast	1 hr. 15 min.
	Garden City	50 miles	Gas, oil	10 min.
Noon	Dodge City	55 miles	Gas, oil, meal, sleep	2 hrs. 30 min.
	Great Bend (via detour)	97 miles	Gas and oil	10 min.
	McPherson	55 miles	Gas and oil	15 min.
	Marion	45 miles	Gas and rest	15 min.
	Cottonwood Falls	53 miles	Meal and pump rear tire	40 min.
	Emporia	30 miles	Gas and road inf.	5 min.
Midnight	Ottawa	90 miles	Gas, oil, meal	30 min.
7:00 A.M., Sept. 25	Olathe	45 miles	Gas, oil, sleep	3 hrs.
	Lone Jack	40 miles	Said "So Long" to Newby	10 min.
	Warnton	40 miles	Fixed saddle nose	1 hr
Noon	Sedalia, Mo.	30 miles	Gas, oil, meal	35 min.
	Jefferson City	67 miles	Eats only	25 min.
	Fulton	25 miles	Gas, oil	20 min.
8:30 P.M.	High Hill	...	Eats	40 min.
12:15 A.M., Sept. 26	St. Charles, Mo.	97 miles	Toll bridge	5 min.
	St. Louis	20 miles	Double beefsteak, gas, oil, hunting generator part. Cornfield, 25 miles outside St. Louis, slept	5 hrs. 30 min.
	St. Amo	75 miles	Meal	30 min.
	Effingham	35 miles	Oil, gas, message	10 min.
Noon	Terra Haute, Ind.	65 miles	Gas, oil and reception by Sayre	15 min.
	Indianapolis, Ind. (with detour)	92 miles	Gas, oil, sleep	4 hrs.
	Richmond	72 miles	Gas only	10 min.
	Springfield, O.	65 miles	Eats	35 min.
12:30 A.M., Sept. 27	Columbus, Ohio	42 miles	Gas, oil, coffee	25 min.
	Fog and plenty of it.			
	Cambridge	79 miles	Eats	30 min.
	More fog.			
7:15 A.M., Sept. 27	Wheeling, W. Va.	50 miles	Gas, oil, telegram	15 min.
	And still more fog.			
	Uniontown, Pa.	72 miles	Gas, oil, eats	45 min.
	Grantsville	...	Chat with E. B. Holton	5 min.
	Cumberland, Md.	66 miles	Gas, oil	15 min.
	Hagerstown	27 miles	Gas, oil, rest	30 min.
	Columbia, Pa.	75 miles	Supper	1 hr.
	Lancaster	12 miles	Gas	10 min.
9:52 P.M.	Philadelphia	68 miles	Gas, oil, sandwich	7 min.
12:45 A.M., Sept. 28	Perth Amboy, N.J.	70 miles	Ferry	7 min.
12:52 A.M. (Eastern Time)	Tottenville, L. I.	...	Finish	
	Total mileage	3,332 miles	Total stops	42 hrs. 32 min.

Elapsed time—6 days, 22 hours, 52 minutes.
Actual running time, 5 days, 4 hours, 20 minutes.

the Ace, is the first man who has built two transcontinental record breaking motorcycles, as it will be remembered that the previous transcontinental record was made by Alan Bedell on a four-cylinder motorcycle built by Mr. Henderson when his factory was located in Detroit.

Baker had only one spill in the entire trip, caused by hitting what "Cannonball" calls one of those "sugarbarrel" holes just after making a turn on the road between La Junta and Syracuse, Kansas.

In distance, Baker's ride totals up 3,332 miles and included many long and rough detours, which of course reduced his speed considerably. Baker's time was somewhat slower than it would have been had he been fully informed of Bennett's movements, as he rode the first three days without being aware that Bennett was really after him.

Baker's performance is in many respects the most remarkable demonstration of long distance motorcycle dependability that has ever been accomplished and marks Cannonball as unquestioned king of transcontinental riders. The ride was a triumph for the Ace, as showing mechanical efficiency, and was an equally pronounced triumph for E. G. Baker as an accomplishment of wonderful stamina and physical endurance.

He Lives on Records

Cannonball Baker can almost be said to literally live on records, for making records on road and track both with motorcycle and automobile has been his chief business in life for a good many years. He has made over fifty transcontinental trips and knows every inch of the road over all of the practical routes. He held the transcontinental motorcycle record until it was beaten by Bedell in 1917. His automobile record from New York to Los Angeles stands at 6 days 17 hours and 33 minutes, for a distance of 3,424 miles.

COMPETITION

"Yes," said the specialist at the bedside of the purchasing agent, "I can cure you."

"What will it cost?" asked the sick man, faintly.

"Five hundred dollars."

"You'll have to shade your price a little. I have a better bid from the undertaker."—Montreal Gazette.

NEWS OF OUR NAMES CLUB

William Slack has not paid his last month's dues. Ray Mitten and O. Snow say they are all ready for Winter. Chas. Plushat says the old lid will do another Winter. John De Primpo has been approached by a cosmetic manufacturer with a flattering offer for the use of John's name on a new graft for the ladies.

Bennett's Story *of* His Chase After Baker

By Jack Roden

I CALLED on Wells Bennett at the Hotel Majestic, Philadelphia, Friday night. He had had a day's rest, but his face looked drawn and he had quite a number of marks which looked as though he had some nasty spills. He complained of being sore, could scarcely walk, and had a bad knee. He told me the reason he lost so much time was that he was not as familiar with the roads as Baker. He says he will try again and feels confident that he will break Baker's mark.

The fog that Bennett and Baker both encountered between Lancaster and Philadelphia is common during this time of the year. Sometimes you can hardly see in front of you for hours. Bennett also said that the pilots he expected to meet at Philadelphia to lead him to Perth Amboy did not show up.

Bennett rode a Henderson De Luxe, equipped with Firestone tires, Diamond chains, Splitdorf generator, Wico batteries, A. C. spark plugs, Sims magneto, Zenith carburetor, Mesinger saddle, and Corbin-Brown speedometer.

Asked to tell the story of his ride from the beginning he said:

"I left Los Angeles at 3 A. M. Friday, September 22. The first day was across the desert, out through Needles, California, sand road and ruts. That afternoon I crossed the Colorado River and went through in the evening to Kingman, Arizona. I got my first puncture after riding 450 miles through the dry sands.

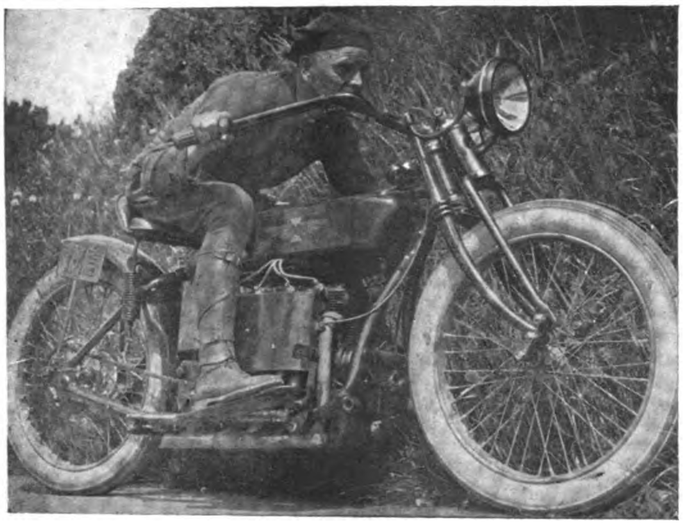
"After leaving Kingman, I struck good roads to Flagstaff. I made many inquiries about Baker's time, but could not get any data until I arrived at Albuquerque.

"After leaving Flagstaff the roads were in horrible condition and I rode my first night all night in low and second gear. During the night the battery ran down, due to the fact that I could not run fast enough to keep it charged. Along before daylight I broke a saddle spring.

"Arrived in Winslow, Arizona, in the early morning.

"I could only average about 15 miles an hour, due to the rock and poor condition of the roads. On my second day out I had a hard struggle to get along the hard and rough roads. In fact I have been riding for 18 years and never encountered such roads. On approaching Gallup I struck the first good roads since I left Flagstaff. That was the first time I got in high gear.

"After riding over 200 miles I commenced to hit it up at 40 and 50 miles an hour. I got my first hard spill due to striking some deep dust holes in the hard surface road. I arrived in Gallup that evening about 4.30 and drained the oil out of the crank case and got fresh oil. Changed bulb in spot light, sent some telegrams and took some medicine, due to the exertion and the heat and rough riding. Also had supper. All told, it took me 1½ hours.



Wells Bennett

"After leaving Gallup, going east, I encountered good roads for about 15 miles, and I then struck bad roads again, and my desire was to reach Albuquerque that night. Shortly after dark my generator went out of commission and I was forced to quit for the night, 32 miles east of Albuquerque. Had to stay there until daylight, and finally I reached Albuquerque at noon time, about 3 hours behind Baker's time.

"The Indian Agency adjusted my motor and a new generator. The boys escorted me out of the city for about 10 miles. Shortly after leaving them I hit a fork in the road, and no sign post being there I took the wrong road and I ran into an Indian, who could not fully understand, and I lost about an hour. After getting back to the right road I headed for San Tefe, through beautiful mountains, a distance of about 80 miles. There were some bad detours that made the time a little slow and I arrived at Las Vegas, New Mexico, after dark in the evening, where I got gas and oil for the motor and had supper.

"When I left Las Vegas, I struck the wrong road again, and after an hour riding I struck a small village, and after going through I kept wondering. After riding 5 miles beyond this village I was informed that I was 35 miles out of my course and I had to go back to Las Vegas and start over again. That sure was discouraging, and once during the night it started to sprinkle. Finally I got to Ratoon, where I got gas and oil, and left there for Trinidad, Col. At daybreak I ran into bad, dusty roads, and after riding about 90 miles to Lajunta I got my second word of Baker, who was six hours ahead.

"I left immediately for Syracuse, Kansas, and on my way down broke a saddle spring. Mr. Johnson, the agent for the Henderson and Excelsior at Pueblo, Col., was on the watchout for me and had the spring repaired. At this point I found that Baker had gone through Garden City two hours ahead, so I rode steady all that afternoon, and when I reached Dodge City I was thirty minutes behind Baker's time.

I left Dodge City about 4.30 that afternoon and struck wonderful roads for about 40 miles. I then struck sand and darkness that reduced my speed from 50 miles to 15 miles. During this 80-mile stretch of sand it started to rain. I had been riding and struggling for 45 hours, at this time without sleep. I came to a sign that read 8 miles to Hutchinson, and was so sleepy and sore that I really wanted to lay down and sleep, but by going a mile at a time in the rain, I finally arrived at Hutchinson at midnight and went to a hotel and got a bath and 3 hours' sleep, and when I awoke it was still raining. By daylight it ceased raining and I started for Newton, Kansas, a distance of 40 miles. I encountered muddy roads for 60 miles.

"I ran across a young man from the Henderson Motorcycle Agency at Topeka and he piloted me into Kansas City. His motor broke down and we rode 25 miles to Kansas City on my machine. I left Kansas City 12 hours behind Baker's time. I lost 1 hour at Marshall, Mo., where I slept, and then was on my way to Boonerville. On my arrival there I met a local speed cop who piloted me down to Rocheport Ferry, about 13 miles east of Boonerville. The road here was none too good and I had a bad spill. At St. Charles, Mo., the St. Louis boys were waiting for me and they fixed up my machine with oil and gas and took me across to the Illinois side, where I started for Terre Haute. From St. Louis to Terre Haute I struck good roads of concrete paving. John Merz, of Indianapolis, met me at Terre Haute and piloted me into Indianapolis. We arrived there

1 hour and 20 minutes behind Baker's time.

"Arriving at Indianapolis at 11 P. M. I headed for Dayton, Ohio. There I lost over 1½ hours trying to get oil and gas, so finally I got away on my journey to Columbus, and was getting very sleepy, and finally, when travelling, I fell asleep and rode over a bank in my sleep. I got up unhurt, but busted two lamps. Several auto parties saw my narrow escape from being badly hurt. I got to Columbus in the morning at 7.30 and stayed there one hour. Hadn't gone half a mile before I got pinched by a speed cop. He headed me for the jail, but after pleading he let me go and I was on my way to Wheeling, W. Va.

"Half way to Wheeling I got a sleeping spell and lay down for one hour by the roadside. Shortly after that I was met by Harry Immel and Red Dodson, from Wheeling. They took me to Wheeling, where I got gas and oil.

"I left Wheeling two hours behind Baker's time, and when I arrived at Lancaster, Pa., I ran into a fog. Up to this point, at the rate I was traveling, I was sure I would beat Baker's time. Speed was reduced when I hit the fog to 15 miles an hour, and even at this rate I could not find my way.

"The pilots who were to meet me at Philadelphia had given up and went home, and so with many regrets, to have victory so near at hand, I was forced to stop at Philadelphia, as there was no chance to break the record.

"I do not feel discouraged at my failure, as this is my first transcontinental run, and I can see that I can beat it any time in the future I go after it."

Baker *and* Bennett Ramble *with* Jersey Club

THIRTY-EIGHT motorcycles set off on the sixth annual Jersey jaunt to Atlantic City Sunday. After an all-day battle with rough, dusty gravel roads and about thirty-five miles of dense automobile traffic, twenty-two machines rolled across the finish line in time for their drivers to get a silver medal.

The young club of this section, Union County M. C., of Elizabeth, won the group award by finishing the most members. They had six men to qualify for the cup. Their margin of victory was small, however, for a hard riding delegation of Bay Ridge soloists finished four out of their five starters, and were right on the heels of the Union County boys.

The entry list was embellished by the addition of two nationally known riders, who at present are very much in the limelight. Edwin G. Baker, otherwise Cannonball, drove a sidecar with Robert Williard, of the Haverford Cycle Company, as passenger. He made a perfect score with an Ace-Goulding outfit. Baker set a lively pace all the way down and back, as many of the contestants are willing to testify.

Wells Bennett, riding his Three Flag Transcontinental Jersey Jaunt Henderson De Luxe, was also a center of an admiring group. Wells showed his stuff to Eastern eyes and it was good. The gravel roads of southern Jersey are rough from a two weeks' drought and they are badly in need of scraping, but the young lad from the Pacific Coast rocketed through at a steady gait without a waver of the front wheel.

C. Webster Plass, general manager of the Ace Motor Corporation, also entered the lists riding Ace solo. Plass was doing good riding and that proved to be his dawnfall. He found that he could drive the steady going four-cylinder mount on good roads without holding on the handle bars. This intrigued his fancy and he attempted the same stunt on gravel roads, and it also went over big. Then he grew ambitious and tried to round a turn "no hands." Ah, then he came a cropper, lads. The machine headed for a fence, and in the resulting mix-up Plass emerged the least damaged; the fence was next. But you should have seen that Ace—it looked like a Joker. This all happened at New Gretna, 23 miles from Atlantic City. Plass finished the southbound trip either on foot or awheel. He rode back to Newark with Jack Neis, who had an elephant cart attached to his Harley-Davidson and there was room enough for two passengers.

When the early birds began pulling into Atlantic City they became interested in learning the whereabouts of the checker. Tom McLoughlin was that official, and even with a half hour start he managed to get lost once and have trouble twice. This put him behind, and after a hunt that was futile, the checking in was done by Allan Hascall, president of the New Jersey Club and treasurer of the Union County M. C. E. B. Holton and Harry Mansfield were a committee of two on a hunt for the missing checker. Mack showed up in time to sign the sheets last. He also did this at the finish.

Thirty-four riders reached Atlantic City at noon and hung around the Harley-Davidson agency until it was time to start for home. That is, they all did so except Wells Bennett and William Ehlers, who were looking 'em over on the famous Boardwalk and the beach. They reported "Progress" and wore a smile when they checked out for Newark.

As usual, "Irish Mail" O'Brien rolled in on his Scout from the wrong direction. Said he was hunting all over Atlantic City for the bunch.

One of the marvels of the Union County riders was to see Paul Sanderle roll in on time. He used to be behind before; now at last he's first. Sanderle could not repeat his punctual ride on the return trip and turned up missing at the finish.

At two o'clock the riders started back for home. Each man had the notion to make time while the roads were empty. Some of the first lads made such a commotion in Lakewood that the next division had a tough time. Six of us rode into a trap. We went to see the judge, who said ten bucks and costs—$3.35, making a total of—ah, add it up yourself; we *know* how much it was.

By the time Keyport was reached on the return trip the long strings of cars coming up from the shore had cut speed to a mere crawl. It was a case of buck the line and, boyo, how it galled those motorists to see us forge ahead.

This maze of vehicles, coupled with darkness, caused several riders to lose out on their medal score when they were in sight of the finish.

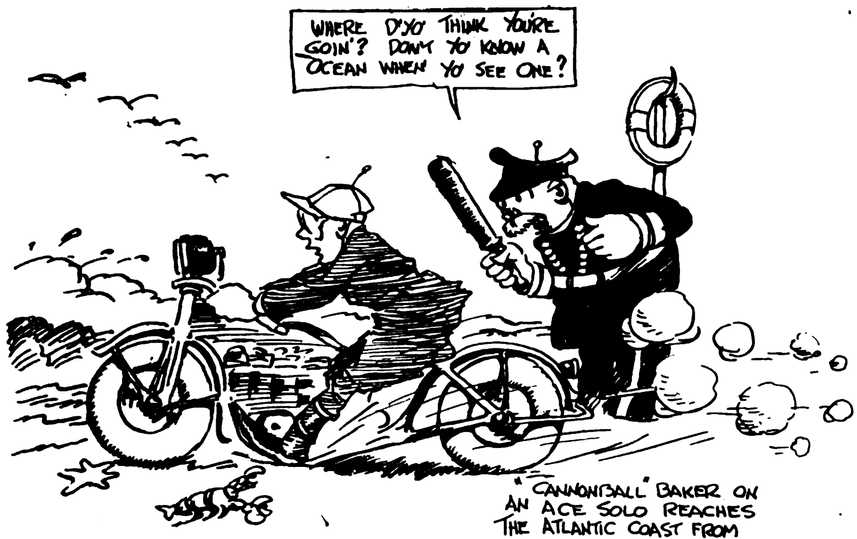
Al M. Terpening, riding Ace solo, suffered a severe and painful injury to the back of his head when a rear tube blew and threw him near Beachwood. He was taken to a hospital at Lakewood, where he will remain for several days.

The finishers are: Jack Neis, Harley-Davidson Sc; Allan Hascall, Harley-Davidson Sc; Harry Smith, Ace Sc; Chas. Mihalek, Ace solo; E. G. Baker, Ace Sc; John Hallgren, Harley-Davidson Solo; Charles Cline, Harley-Davidson Sc; Thor Nelson, Harley-Davidson solo; Harold Struthers, Indian solo; Herbert MacInterie, Harley-Davidson solo; A. G. Burr, Harley-Davidson Sc; B. Drossel, Harley-Davidson Sc; Steve Harrer, Harley-Davidson solo; Charles Ivan, Harley-Davidson Sc; Harry Mansfield, Harley-Davidson Sc; Oscar B. Harkins, Indian solo; V. Graff, Henderson Sc; Wm. Ehlers, Henderson Sc; Wells Bennett, Henderson solo; R. Schweit, Ace Sc; E. B. Holton, Ace solo; T. McLoughlin, Harley-Davidson Sc.

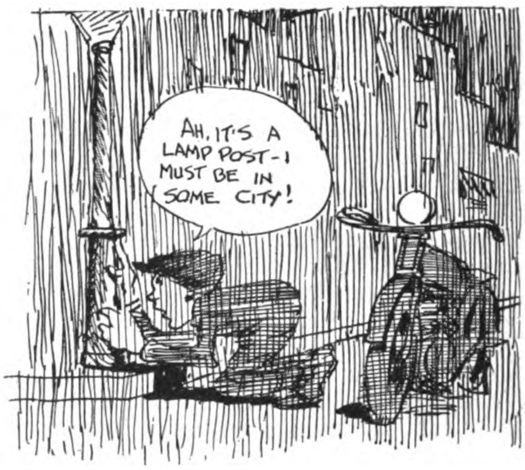
RUTT RIDES IN ITALY

Walter Rutt, the German, journeyed down to Milan, Italy, for a meet on September 17. Rutt met Mario Bergamini and Mori, two Italians, in the feature sprint race, which was decided in three heats. In the first heat Bergamini won from Mori and Rutt. Bergamini also won the second and third heats, Rutt getting second in the second heat and Mori taking the second in the third heat. Bergamini won with three points to seven for Mori and eight for Rutt.

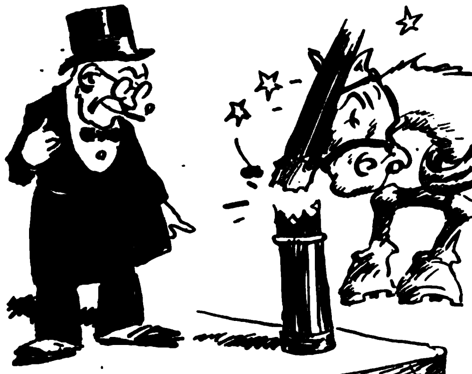
WEEKLY WHIRL of WHEELS


WHERE D'YO' THINK YOU'RE GOIN'? DON'T YO' KNOW A OCEAN WHEN YO' SEE ONE?

"CANNONBALL" BAKER ON AN ACE SOLO REACHES THE ATLANTIC COAST FROM LOS ANGELES AFTER 6 DAYS, 22 HOURS AND 52 MINUTES OF SPEED LAW BUSTIN'


AH, IT'S A LAMP POST - I MUST BE IN SOME CITY!

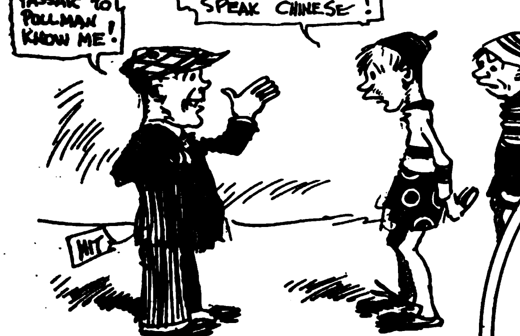
WELLS BENNETT, ON A HENDERSON SOLO RUNS INTO AN INPENETRATABLE FOG IN PHILADELPHIA AND HIS TRANS-CONTINENTAL DASH ENDS THERE



PRES. LOUIS F. BUTLER OF THE TRAVELERS INSURANCE COMPANY SAYS THE PERCENTAGE OF ACCIDENTS ON MOTORCYCLES AND BICYCLES IS LOWER THAN ANY OTHER VEHICLE - EVEN HORSES AND BUGGIES BUST UP OPTENER

COME IN, BOYS, AND GET YOUR PRIZES
AH, AT LAST?

PRIZE VINNERS IN THE CROTONA M.C. ENDURANCE RUN IN MAY NOW WILL RECEIVE THEIR PRIZES - THE M. & A.T.A. COMPETITION COMMITTEE HAVING SUSTAINED THE DECISION OF R-FEREE FRED NISSEN


SHUCKS, ALL THE COWS FROM PASSAIC TO POLLMAN KNOW ME!
DON'T LOSE YOUR WAY AN' TAKE US TO AFRICA BECAUSE I CAN'T SPEAK CHINESE!
HOW ABOUT THE CHICKENS?
"MIT"

WORTH MITTEN IS GOING TO PILOT OVERLAND ON BICYCLES A CREW OF PROFESSIONALS ENTERED IN THE CHICAGO SIX-DAY RACE. "MIT" HAS MADE THE TRIP MANY TIMES AND IS INTIMATELY ACQUAINTED WITH EVERY PEBBLE ON THE ROUTE

COMING THIS MONTH - BICYCLE RACING IN THE NEW YORK ARMORIES

HOWARD FREEMAN

AH, THAT'S ME!
CLUB CHAMPIONSHIP
TRIALS SUNDAY OCT.
FINALS SUNDAY, OC.

CLUB CHAMPIONSHIPS ARE HOLDING THE ATTENTION OF THE BICYCLE CLUBS AROUND NEW YORK

Dust Makes Hagerstown Dangerous

Sidecar Racers Crash Into Fence and Several Are Hurt. Final Race Called Off with Only One Contestant on Track

By A. G. Aldrich

MOTORCYCLE races promoted by the Hagerstown Baseball Association were held on the Hagerstown, Md., fair grounds half-mile track September 30. Those of the spectators who came to see accidents were not sent away disappointed, for the last event of the day provided them with their thrill. This event was scheduled for a ten-mile sidecar race, but was called off after the third lap, due to the fact the race could not be continued with safety even for the one remaining contestant. "Bill" Minnick of Washington came out of it with a broken arm and other riders and passengers with severe bruises and scratches.

The track had been very dusty all afternoon, but there had been a breeze carrying the dust away to a reasonable extent. As the last event started, the breeze died down with the result the dust simply floated above the track, obscuring everything. This caused two sidecar outfits to crash into the fence, which was obscured. This is another good argument in favor of laying the dust with chemicals, expensive as it may be to the promoter.

Of the five events scheduled three were sidecar races and two were solo events. The first event was a five-mile sidecar. To reduce the number of riders to the required four, a two-mile heat was run between Tom Conner, Wolf and Little, all on Harley-Davidsons. This was an easy win for Conner, who made it in 2:24 3-5.

In the five-mile final Minnick and Fisher on Indians and Conner and Little on Harley-Davidsons lined up. Minnick won, with Conner second and Little third. Time, 6:09. This event was truly a hard race to lose.

Event number two was a five-mile solo, with five riders. Minnick, Lineaweaver, Fisher and Fraser mounted Indians while Fretwell straddled a Harley-Davidson. Lineaweaver lapped Fisher and nearly passed Fretwell, winning easily, with Minnick and Fretwellin second and third places respectively. Time, 5:57.

The third event was a ten-mile sidecar race, and a heat was run to eliminate the extra riders. This two-mile heat was won by Ferrar in 2:34 2-5, with Fretwell second, Little third and Wolf fourth. All were Harley-Davidson mounted. The final was run off between Minnick and Mitzel on Indians and Conner and Ferrar on Harley-Davidsons. Minnick out-maneuvered the field on the first turn and went into the lead. Minnick set a scorching pace and established a fairly comfortable lead which he maintained until the sixth lap. At this point Minnick was seen to suddenly sit up as his machine slowed up, it subsequently being revealed that his clutch had started to slip.

Conner promptly shot into the lead, which he maintained to the end. Order at the finish was Conner, Minnick, Ferrar. Time, 12:32.

Fretwell, Fisher, Lineaweaver and Minnick entered the ten-mile solo event. In the eleventh round, Minnick lapped Fretwell and a mile further on Lineaweaver also lapped Fretwell. At seven miles Minnick lapped Fisher and in the last mile Lineaweaver also passed the Hagerstown lad. The event was won by Minnick, with Lineaweaver second, Fisher third and Fretwell fourth. Time, 11:58 2-5.

After holding eliminations the last event of the day was started. This had originally been scheduled for fifteen miles, but was cut to the required ten-mile limit. Minnick, Mitzel, Conner and Ferrar started, with Conner in the lead the first time around, closely followed by Minnick. Ferrar was in third place and Mitzel was plowing along in the dust in the rear. In the second lap the dust became so dense the riders were out of sight of the spectators and officials a great deal of the time.

In the second lap Mitzel was unable to see the fence near the upper end of the back stretch, and seeing no fence to his left assumed he had entered the turn going straight ahead. He promptly laid the Flxi outfit over to the left, only to have the inside fence loom up so quickly he was powerless to prevent hitting it. He tore out about four posts with the planking, but he and the sidecar passenger escaped with severe cuts and bruises. According to a youthful spectator, some of the fence planking was turned so the ends projected out on the track pointing toward the on-coming riders. Minnick came up the back stretch riding close to the fence, and struck these projecting planks which shot his outfit head on into the posts. Minnick suffered a broken left arm, while his passenger got off with severe scratches and bruises.

Meanwhile, Ferrar's Flxi combination had gotten out of control due to some unexplained cause, and he came down the home stretch with the machine leaning to the left while he was vainly tugging at the handle bars trying to right it. He fell on the passenger, the machine rolled over and into the fence. Both men escaped practically unhurt. At this point the race was declared off by State Referee Aldrich, who was present, and Conner, the remaining rider, was flagged off the track. The purse for this event was later distributed among the contestants by the promoters.

In fairness to the officials and promoters, let us mention the fact the track was kept clear of needless people by the local police. However, in spite of all precautions, the accidents in the final event only emphasize the oft repeated statement that it behooves those fostering the sport to bend every effort toward safety regulations. *This is no one man job,* and those who do not help are in no position to criticise the officials.

SPILLS ON ROCHESTER TRACK

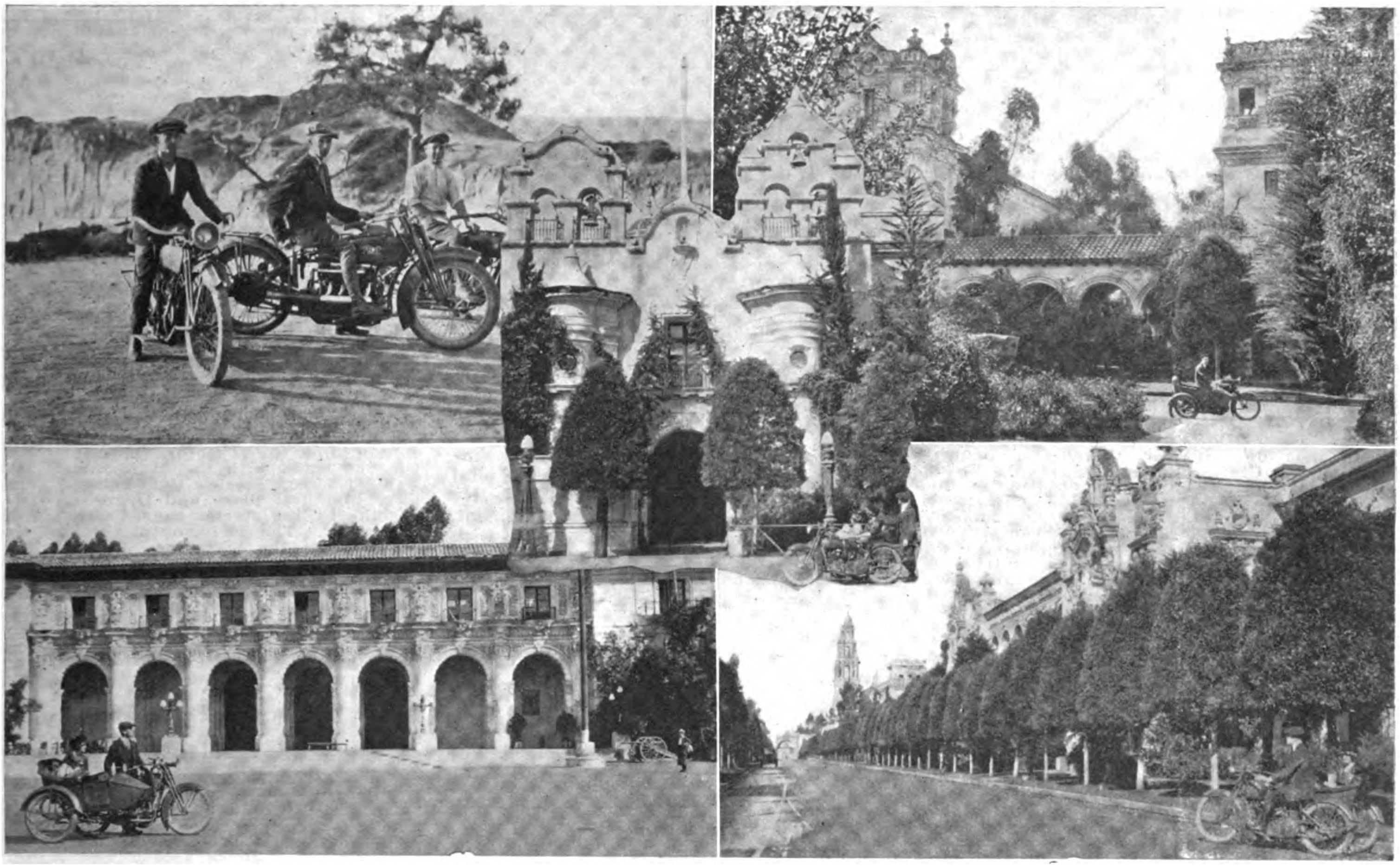
THE Rochester, N. Y., Motorcycle Club held its first motorcycle meet on Saturday afternoon, September 30, and it was a big success. The meet was staged at the Dewey Avenue Speedway, Rochester's race track. The track, a dirt oval, caused thrills a plenty for the spectators and chills for the officials. There were two spectacular spills. Thanks to Lady Luck no one was seriously hurt. In the 10-mile solo, Bobby Waddy of Gloucester, England, was leading George DeKoker of Rochester in an exciting race for first place, and the crowd had just broke into applause as Waddy wrested the lead from DeKoker, when there was a momentary silence. Arms and legs were seen hurling through the air at the west of the track. It was Waddy. He had struck a hole and was thrown high and far.

Spectators held their breath. To their surprise they saw the plucky little Englishman jump up from the dust and run to his wrecked machine. Fate had been against him, but he smiled as he wheeled his machine into the parking space amid the cheers of the spectators. Luck had been with him. He was unhurt. He wanted to re-enter the race, which had been stopped. But his friends prevailed upon him to stay out.

The event was cut down to three miles, DeKoker winning first place with an Indian. Waddy rode a Waverly special.

The other mishap happened in the five-mile sidecar event. Earl Buzzell on the seat and Thomas Christie in the sidecar, both men being from Elmira, were scooting around the track in great style when the machine hit some pockets at the east end of the track. The wheel of the sidecar folded up and the entire outfit went up in the air, turning a complete somersault, spilling rider and passenger. Buzell received bad lacerations about the face

Old Spain Right Here in America



Upper left—On the highway between Los Angeles and San Diego. In the background is a rare Torrey Pine. These trees are found in only a few places in the United States. Upper right—Balboa Park, San Diego, showing two of the buildings originally erected for the Exposition in 1915. Lower left—Plaza in Balboa Park, San Diego. Lower right—Exquisitely trimmed acacia trees, richly embellished palaces of Spanish style, and, at the far end of the avenue, the majestic spire of the California building. Center—As Spanish a doorway as one would find anywhere in Spain, right here in America—San Diego, the city of perpetual summer.

and his right leg was hurt, while Christie escaped injuries.

THE OFFICIALS

Chairman, Walter Van Epps; referee, Charles A. Lovell; starter, H. C. Schoenheit; clerk, Louis McCrossen; judges, George L. Miner, William Kiefer and Richard Towner; timers, Rowland Ash, Fred Hunt and Fraser Towner; checkers, Ray Markel and Oscar Haas; umpires, Walter De Konick and Ernest Prevost.

Summaries:

Time Trials, Solo, Half-Mile—Williams (Indian), 35 4/5; Bratt (Harley-Davidson), .37; DeKoker (Indian), 37 2/5; Reeves (Harley-Davidson), .37 4/5.

Time Trials, Side Cars, Half-Mile—Buzzell (Excelsior), .34 4/5; Scott (Indian) .36; Barthold (Harley Davidson), .37 1/5; Jones (Harley-Davidson), .41; Ubelacher (Indian), .41 3/5.

Three-Mile Solo—Won by Williams (Indian); second, DeKoker (Indian): third, Reeves (Harley-Davidson). Time, 3:47.

Three-Mile Side Car—Won by Buzzell (Excelsior); second, Scott (Indian); third, Barthold (Indian). Time, 3:65 1/5.

Five-Mile Solo—Won by Williams (Indian); second, DeKoker (Indian); third, Reeves (Harley-Davidson). Time, 6:20.

Five-Mile Side Car—Won by Scott (Indian); second, Barthold (Harley-Davidson); third, Jones (Harley-Davidson). Time, 5:58 2/5.

Ten-Mile Solo (cut to three miles)—Won by DeKoker (Indian; second, Williams (Indian); third, Reeves (Harley-Davidson). Time, 3:48.

MOTORCYCLE COPS TRAVEL CROSS LOTS

A MOTORCYCLE bested a flivver in a cross-country chase occurring in Milwaukee County September 28. The local sheriff is now thoroughly convinced that he cannot do without motorcycles in the enforcement of the law. He admits that motorcycle deputies can go anywhere the horse-mounted man hunters of the old days could go.

Motorcycle Deputy Sheriffs Arnold Chapman and Paul Littman went to farm west of the city to serve a writ of replevin on an automobile, the title of which was not clear. Two men leaped from a rear window of the farm house as the deputies drew up. The chase was on. The fleeing men streaked it across a meadow with the deputies' sidecar Harley-Davidson outfit in full pursuit. Across ditches, through a corn field with the corn still standing the relentless Chapman piloted his machine with Littman taking the bumps and warding off mammoth ears of corn which threatened to "bean him."

They came to a railroad embankment. The culprits had mounted it and disappeared on the other side. The motorcycle shot over the embankment, jolted over the high rails, leaped down the opposite side and nearly ran down the running men. The deps nabbed their quarry and set off for the county bastile. Later a panting flivver manned by two deputies arrived on the scene, having been confined to trying to head off the criminals should they conveniently hit the road.

Now the sheriff is thoroughly sold on the efficacy of the motorcycle as a bloodhound, and Deputy Chapman challenges other deps to a contest over any kind of a course, stone quarries, woods an' everythin'.

AT A SOUTHERN RACE MEET

"Mah goodness, Abnuh, dat man do go some!"

"Yessah, he shuah do hurry lak a man what's got a puhscription!"

HERE'S THAT OTHER VERSION

Bo—What do you do for amusement in the tropics?

Jo—Well, in the dry season we motorcycle and spoon with the girls. And then in the wet season there's no motorcycling.

What Motorcycle Clubs *and* Riders Are Doing

PIN BALL HILL CLIMB

New Boston, N. H.—New England competition will close on Thursday, October 12, with a championship hill climb at Pin Ball Hill. There will be four events, 37, 61 and 80 cu. in., expert and 61 novice. Entry blanks may be obtained from E. W. Davis at the hill.

NEUKAM STARS AT FORT WAYNE

Fort Wayne, Ind.—Otto Neukam of Fort Wayne was the star in the motorcycle races at Centlivre Park yesterday afternoon. Riding an Indian, Neukam took first place in the three-mile open race and in the five-mile and ten-mile pocket valve races. Harry Freese of South Bend, on an Excelsior, and Tony Cafferillo of Chicago, on an Excelsior, gave Neukam hard battles in every race, however, and the local rider was forced to the limit to win. Freese and Cafferillo each won a five-mile race and each finished second in two events.

WESTCHESTER COUNTY CLUB PICNIC

Mamaroneck, N. Y.—The first annual picnic and field day of the Westchester County Motorcycle Club was held at Shepard's Field, Mamaroneck. The program of events included a slow race, run-and-ride contest for solo machines, bottle-in-the-center contest, solo pursuit race, run-and-ride contest for sidecar outfits, hot spark plug changing contest, relay race. The committee in charge used good judgment in selecting this field. for although several of the riders took some amusing spills, there was no damage to man or machine. Most of the visitors came from New York City, but the Allied Motorcycle Club, of Bridgeport, was on hand with the most members.

GOLDEN GATE CLUB NEWS

San Francisco.—The new San Jose Motorcycle Club has challenged the San Francisco Motorcycle Club to a match of motorcycle polo. The challenge has been accepted by the San Francisco Club whose crack team recently defeated that of the Oakland Motorcycle Club. For two years past, the San Francisco Motorcycle Club has had a polo team. Now it has two teams, both under the management of Edwin Christie. The last trip of the Chico Motorcycle Club was to the Red Bluff Roundup, on Sunday, the 17th inst. A picnic luncheon was taken along. The Club holds meetings in the A. H. Roos, cyclery, 405 Main street. Oscar Batham is President.

MILWAUKEE M. C. TAKES NEW NAME

Milwaukee, Wis.—The newly organized motorcycle club of Milwaukee will henceforth be known as the Greater Milwaukee Motorcycle Club. This broadens its scope and makes its very name an invitation for all suburban motorcyclists to join. In fact the club is ready to accept all riders who reside in Milwaukee county.

At a recent meeting, Ray Sood was elected president, Harvey Lindstrom, vice-president, and Art Rich, secretary and treasurer. A rally will be held October 5. The club is out to make the annual Milwaukee Gypsy Tour one of the biggest events of Milwaukee sportdom, and judging from the enthusiasm and aggressiveness displayed and the fine character of the official personnel their efforts will be grandly rewarded next June.

MICHIGAN STATE CHAMPIONSHIP

Grand Rapids, Mich.—Big preparations are being made for the hill climb scheduled for Grand Rapids, October 8, rain date October 15, to decide the Michigan State Championship for the year 1922. The Grand Rapids Motorcycle Club has responded to races and hill climbs put on by other clubs throughout the State and are counting on return support from them in this event. Grand Rapids boasts a hill highly suitable for an event of this kind and every rider in the state should make it a point to be on hand and take part in this, the big hill climb. They will encounter stiff competition and competition is what they all want so tune up your buss and get ready to go. Address H. H. D. Langeries, Lock Box 563, Grand Rapids, Mich. for entry blanks and full information.

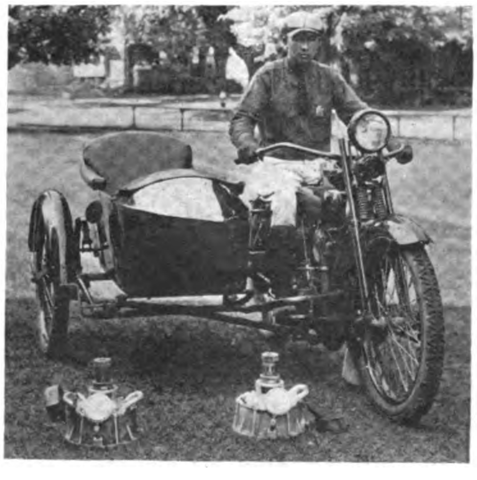
READING SEALED TIME RUN

Reading, Pa.—The Sealed Time run of the Reading Motorcycle Club held to Wilmington and return, was a great success. On invitation from the Wil Del Motorcycle Club the Reading Club decided to visit them, and they were received in fine style. While the Wilmington Club has only a few members they have the true motorcycle spirit. The Wilmington Club treated their visitors to a fine feed and took them on a 25-mile tour around the town. The president of the Wilmington club stated that they have the same trouble that many of the clubs have, a lack of co-operation by the dealers. The dealers and the factories reap the harvest and the boys who keep the club going and do the work, and do not receive any pay should at least be encouraged by the assistance of the dealers and the factories. The run was a success in every way, and this visit to the Wil.-Del. Motorcycle Club will be an annual event for the Reading boys.

Chester H. Darby, Indian Scout Rider, has ridden his machine 23,000 miles and the total expense for repairs has been but $2.37. He still has the original tires and equipment. On September 17 he drove his machine with a passenger, riding tandem, from Springfield to New London and back consuming only two gallons of gas, a total distance of 145 miles.

CLIMBING AT CHAMBERSBURG

Chambersburg, Pa. — One of the best Hill climbs ever held in this section was just pulled off Sept. 24, by the Chambersburg Motorcycle Assn. At least 4,000 spectators were on hand at the hill about four miles from here. Competition was strong with a lineup of fifteen riders in each of the last three professional events. Orrie Steele with his Indian speed hacks, John R. Grove, a local Harley-Davidson rider, and Walter Westfield, riding a Harley-Davidson, from Baltimore, were the stars. The hill was so steep and rough that every rider spilled, and more wild riding was pulled off than a wild west show. One machine ran wild and dived into a pine tree over 4 in. thick and cut the tree off without injuring the rider. Several looped the loop also. In the 37-in. class Orrie Steele copped first place in 7 4-5 sec. J. R. Grove, Harley-Davidson, second. The 61 cu. in. for novice riders was won by Irvin Henry, Harley-Davidson; Andrews, Indian, second. The 61 in. expert started the fireworks and wild riding. After the smoke and dust cleared Orrie Steele was the winner in 5 4-5 sec.; Westfield, Harley Davidson, second; J. R. Grove, Harley-Davidson, third. In the 74 cu. in. event, Grove, Harley-Davidson, made the best time, 5 4-5 sec.; Steele, Indian, 6 sec. flat., but here an argument started. Grove was told that his time was missed in the last trial of the 61 in. event, and thinking he had another trial started off in the 74 event with a 61 in. motor. After finding out it was the 74 event he changed motors for the second trial, using a 74 in. motor. As changing motors was against the rules they did not allow the 74 motors time, but took the time he made with the 61 in. motor which was 6 1-5 sec. Steele's time being 6 sec. flat gave him first place and Grove second. A mistake by the starter caused Grove to lose this event. The 80 in. open, the last event, brought out the big guns. Grove with his Harley-Davidson hung it on to Orrie this time and copped first place in 5 4-5 sec., Steele taking second in 6 sec. flat. Westfield took third place in 6 3-5 sec.



Deputy Sherif William Wirt of Sundusky, Ohio. Considerable damage has been done the roads in Sundusky county by overloaded trucks. All trucks which look overloaded are weighed on the road. Note the two weighing outfits in front of Wirt's machine. He carries them in the sidecar.

NEW RECORDS AT TOLEDO

Toledo, Ohio.—At Toledo Sept. 24 an excellent track, together with the list of entries which included such class as Don Marks, John Seymour, Eddie Brink, on Indians; Maldwyn Jones, Paul Anderson, on Excelsiors; Paul Wilkins, John Vance, on Harleys, and at least half a dozen others of note, contributed to a fine day of sport. Marks, Seymour and Brink divided the honors by winning every professional event on the card. The first 5-mile professional was won by Seymour, with Jones second and Anderson third. Time 4:12 2-5.

The 5-mile for private owners was won by Paul Wilkins; second, Paul Szarkowski; third, R. C. Oaks. Time 4:23. The 10-mile open was a real thriller. Marks, Brinck, Jones, Seymour and Anderson, each at one time or another was leading. Marks won. Time 8:17 1-5, a new record for 30-50's on a mile track. The 5-mile open was the feature event of the day. The finish was close and snappy. Again Marks crossed the tape a winner and again he shattered a record. Jones was second and Anderson third. Time, 4:11:1. In the 5-Mile final Brinck, who up to this time had not been noticed, put one over on the boys and on the last lap staged a brilliant finish by taking first place. Marks was second and Jones third. The time of the race was 4:11:2.

CROTONA OFFICIAL RESULTS

New York—The M. and A. T. A. Competition Committee, having overruled the protest and sustained the decision of the referee in the Crotona Motorcycle Club's 24-hour endurance run, the club will set a date in the near future for the distribution of the prizes. The official result as announced by the referee is as follows:

Trade Class

High Sidecar—Robert J. Willard-Harry Mason; Ace. Score, 1,000-999.

High Solo—Vic Brunell; Harley-Davidson. Score, 1,000-998

General Class

High Sidecar—Charles Vexsele-J. Maher; Indian. Score, 1,000-980.

High Solo—John Ostlund, Indian. Score, 1,000-990.

Novice Class

High Sidecar — Henry Delventhal-Charles Brown; Harley-Davidson. Score, 1,000-993.

High Solo—Mark M. Seideman; Harley-Davidson. Score, 1,000-997.

Straight Team Class

A. H. Terpening, L. G. Stover, V. Brunzell, Harley-Davidson.

Mixed Team Class

M. E. Margolin, M. Seideman, N. Lundstrom, Excelsior.

There were 66 starters and 58 finished. Of these 22 had perfect scores.

KINGS COUNTY CLUB

Hanford, Cal.—The Kings County Motorcycle Club members are planning to hold week-end tours and occasional race meets.

CHICO CLUB TOURS

Chico, Cal.—The Chico Motorcycle Club is planning a series of week-end tours. Competitive events will form part of the program each week. A recent tour was made to Red Bluff, where a picnic was held.

SYRACUSE HILL CLIMB

Syracuse, N. Y.—The hill climb promoted by the Syracuse motorcycle club, on Chase Bros. farm at Warner's, Sunday, resulted in wins for C. Milton Chase, who rode a Harley-Davidson, in the 61 cu. in. event and again in the 80 in. event. E. C. Swartz, with an Indian, was second in the 61 event and third in the 80. Roy Jutton got third in the 61. R. M. Rumdmer was second in the 80.

GOLDEN GATE DOINGS

San Francisco, Cal.—Some thirty members of the Golden Gate Motorcycle Club enjoyed a run to Congress Springs, in the Santa Clara Valley, on the last Sunday in September. They enjoyed a basket lunch and, in spite of the fact that it was the thick of the longest hot spell known in the California Valleys for thirty-four years, during September, the energetic riders spent the afternoon dancing and playing ball after enjoying an excellent basket lunch. Lieutenant Jack Clifford led the run.

The club has announced a social dance for October 18th.

STEELE GRABS SOME MORE

Chambersburg, Pa.—The Chambersburg, Pa., Motorcycle Club held a hill climbing contest on the Slusser farm, four miles west of Chambersburg, with John Tritt, of Lemoyne, Pa., as referee. The hill is a 200-foot slope. Prizes were awarded to the following: Thirty-seven-inch class—Orrie Steele, Paterson, N. J., 7 4-5 seconds; John R. Grove, Chambersburg, 10 seconds. Sixty-one-inch novelty event—Irvin Henry, Chambersburg, 8 1-5 seconds. Sixty-one-inch expert class—Steele, 5 4-5 seconds; Westfield, Baltimore, 6 1-5 seconds; Grove, 6 2-5 seconds; 74-inch class, Steele, 5 seconds; Westerfield, 6 1-5 seconds; Grove, 7 seconds; 80-inch class, Grove 4 4-5 seconds; Steele, 6 seconds; Westerfield 6 3-5 seconds. Steele rode Indian; all others rode Harley-Davidsons.

REAL RACING AT FRESNO

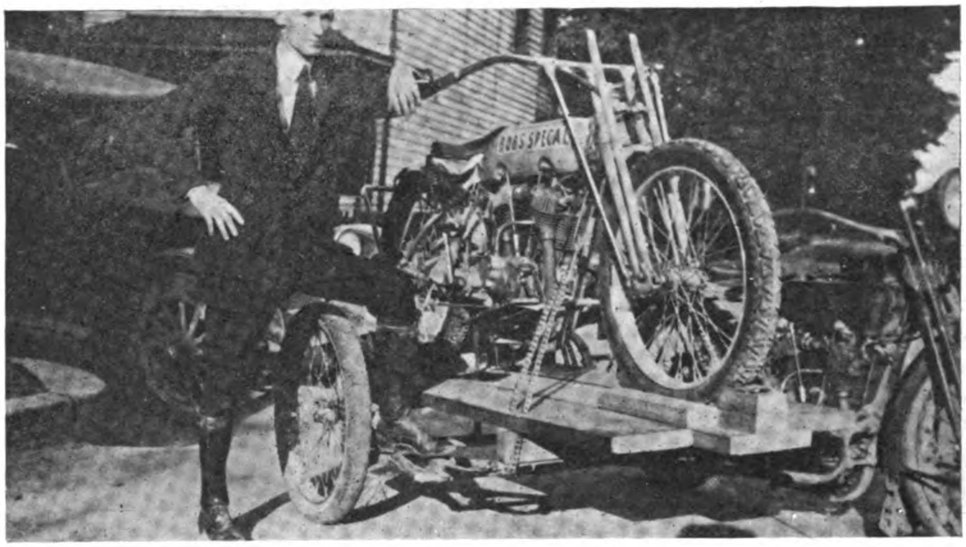
Fresno, Cal.—Four days of all-star racing ended here on September 29. There were two ten-mile open events daily for the Coast Championship, and a ten-mile daily heat between Bresee and Sarkegian, for the City Championship. Bresee won three of the four heats. The contending racers were Bresee and Hepburn, Indian; Weishaar, Davis, Crandall and Sarkegian, Harley-Davidson. The scoring for the Coast Championship was on the point system. Bresee won with 55 points. Weishaar was second with 51 and Hepburn third with 45. On the first day Hepburn won a five and two ten-mile events. On the second day Bresee won both ten-mile events. On the third day Hepburn won a ten-mile and Weishaar also got one. On the fourth day Weishaar won both events. Where Bresee came in strong was on second places. He got five seconds and several thirds.

BAY RIDGE CLUB NEWS

Brooklyn, N. Y.—The second annual social planned by the Welfare Committee of the B. R. M. C. at their new club house at Eighty-ninth street and Fourth avenue, turned out to be one of the largest and best of the past season. Not only did the expected things happen, but a great many other things that were not on the program. Mr. Wennerstrand and Wife and also our road captain, Ben Wernlund, and our vice-president, Stubby, had their hands full with such a gang as was present. Chairman Chas. Boothill broke the news that Elbert Olson has set October 13 to wed his sidecar passenger, Miss Violet Anderson. Plans were made that the whole wedding is to consist of Harley-Davidson sidecar outfits as Olson is some H.-D. enthusiast. The club toured to Bear Mountain the following day and called it a day of rest.

SOUTH BEND RESULTS

South Bend, Ind.—Don Marks and his Indian set a new record on Spring Brook track Sunday by covering a mile in one minute and 3-5 seconds. He won the three-mile open event. Paul Anderson won the two five-mile open events. John Zetzer won the three-mile sidecar and Roy Olds the five-mile sidecar. The finishes were close in both sidecar events. At the close of the second five-mile solo Kelly's machine blazed. Jones jumped from his machine and aided in extinguishing the flames. The results follow: Five-mile open, Anderson, Excelsior, first; March, Indian, second; Szarkowski, Indian, third. Time, 5:11 3-5. Three-mile open, Marks, first; Anderson, second; Seymour, Indian, third. Time, 3:09 1-5. Five-mile open, Anderson, first; Szarkowski, second; H. Kelley, Indian, third. Time, 5:14 2-5. Three-mile sidecar, John Zetzer, Indian, first; Roy Olds, Harley-Davidson, second; C. L. Squibb, Indian, third. Time, 3:40 3-5. Five-mile sidecar, Olds, first; Squibb, second; Zetzer, third. Time, 6:23 2-5.



This is how Bob Upchurch of Raleigh, N. C., transports his racing motorcycle to the race meets. He carried the machine from Raleigh to Richmond, Va., a distance of 170 miles, without any trouble. He says he finds it much better to carry it this way than shipping. There is no crate and when the motor arrives it is ready for the track.

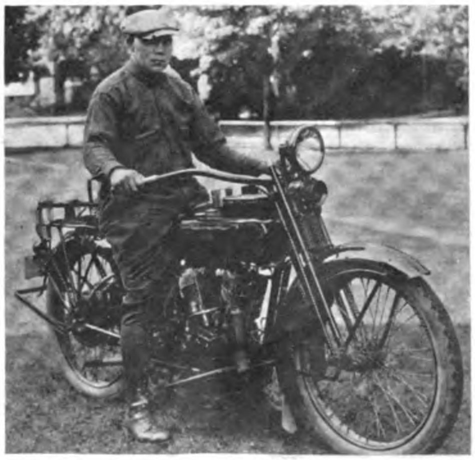
LANCASTER CLUB CLIMB

Lancaster, Pa.—The Lancaster Motorcycle Club held a hill climb, September 24, with four events. Shorty Fry, with his Harley-Davidson, cleaned up in three, while Sam Malatesta, of Philadelphia, won the novice event with his Indian. Following are the results:

Novice event won by Sam Malatesta, Philadelphia, Indian. Time, 12 1-10 seconds. Club event, won by E. S. Fry, Elizabethtown, Harley-Davidson. Time, 10 2-10 seconds; second, D. H. Ginrich, Elizabethtown, Harley-Davidson. Time, 13 3-10 seconds. Sixty-one-inch expert, won by E. S. Fry, Harley-Davidson. Time, 10 seconds; second, Al. Morrison, Philadelphia, Indian. Time, 11 seconds. Open event, won by E. S. Fry, Harley-Davidson. Time, 11 seconds; second, Wagner, York, Pa., Indian. Time, 11 2-10 seconds. On Sunday, October 1, the Wil-Del Club boys from Wilmington, Del., will be the guests of the Lancaster Club. They expect to bring a big bunch to see the garden spot of the world. The Lancaster Club's endurance run will be held in the near future. The route and date have not been set.

CAN ANY CLUB MATCH THIS RECORD

Reading, Pa.—The Reading Motorcycle Club was granted a charter by the Commonwealth of Pennsylvania on July 11, 1911. The success of the club was assured from its inception, and to further secure the stability of the organization and to prevent division of the funds when they had reached a sizeable quantity, tho organizers, Robert B. Hanchen, Frank W. Hartley, Guy H. Lyle, John S. Hartman, Milton Reese and Harry O. Straub, incorporated the Reading Motorcycle Club on March 6, 1914. The club enjoys today a sound financial condition and has to its credit over $4,500 invested in Liberty Bonds and first mortages. Early in 1914 the club moved to the Leinbach Building, Eighth and Penn streets. The quarters are large and finely appointed. Members can enjoy themselves at pool, cards, or with the piano or victrola. A library is also at the disposal of the members. The membership now consists of about 125 motorcyclists. Officers for the current year are: Herbert Rehrig, president; George Schaut, vice president; Scott Frankfort, financial secretary; Harry Hart, recording secretary; Charles Sweigart, treasurer; Ardis Hettinger, road captain; Felix Scheck, first lieutenant; Charles Epler, second lieutenant, and Armour Anderson, referee.



Motorcycle Policeman Robert Strohl of Fremont, Ohio. The machine paid for itself several times during the first week in use.

SEYMOUR AND NIXON CASH IN

Binghamton, N. Y.—John Seymour and Fred Nixon, both riding Indians, carried away the prize money from the race meet held here Saturday. Seymour won the three, five and ten mile events and Nixon took second money in each. In the ten mile event both lapped the field.

DANBURY CLUB BEREAVED

Danbury, Conn.—The Danbury Motorcycle Club is mourning the loss of Joseph Wocheck, who died of spinal meningitis, which developed as the result of injuries received in an accident in June when he was teaching a friend to drive. Wocheck was one of the best amateur hill climbers in the East and often held his own against the expert factory riders and their machines. He was road captain and referee for the Danbury club.

SANCTIONS ISSUED

RACE MEETS

Oct. 14—Ray A. Garrity, Lockport, N. Y. Sanction No. 762.

HILL CLIMB

Oct. 8—Grand Rapids Motorcycle Club, Grand Rapids, Mich. Sanction No. 765.

ENDURANCE RUNS

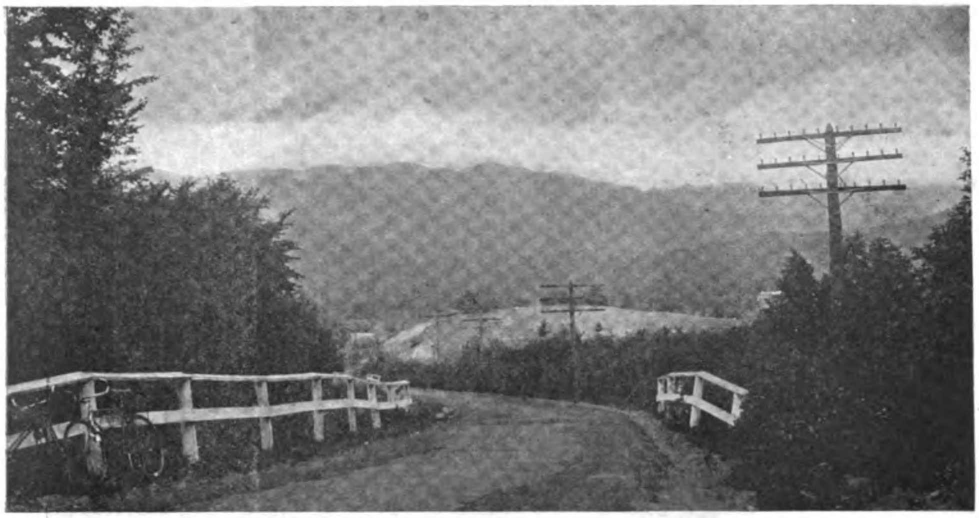
Oct. 7-8—Maryland Motorcycle Club, Baltimore, Md. Baltimore to Pittsburgh, Pa., and return. Sanction No. 742.

Oct. 7 and 8—Wallace Stuart, Toledo, Ohio. (Route: Toledo to Akron, Canton, Loudonville and return to Toledo.) Sanction No. 754.

Oct. 15.—Reading Motorcycle Club, Reading, Pa. Sanction No. 761.

Our Cycle

By Joseph



Going up the strenuous 2½-mile hill near Keene, N. Y.

WHEN my brother Walter, William Yorzick, Charley MacDonald, and myself, all members of the Long Island Division of the Century Road Club Association, had our vacations this summer we decided to spend the time on a tour with our bicycles. Our destination was the Saranac Lake, N. Y., country, and our first part of the journey was to be by boat to Albany from Father Knickerbocker's town.

The start was made on July 15 from the pier of the night line to the State capital. This saved us two days of riding through country that we had traversed before and which would not have been very interesting. We were after new scenery and new country.

The boat landed in Albany at 6:15 a. m. After eating breakfast we were on our way by 7:00 a. m. We rode to Troy and then to Mechanicsville, where a stop was made for refreshments. The roads had been good, but a bit hilly. As we had a pretty heavy load on our wheels the hills felt pretty stiff. After a short rest we went on to Saratoga, stopping here for dinner. After dinner we took a leisurely pace toward Glens Falls. Just before arriving here Walter got a flat tire which caused a delay to make repairs. MacDonald also noticed that the spokes in his rear wheel were beginning to break. The heavy load he was carrying was evidently too much for the light spokes. As we continued on to Lake George his spokes continued to break and the wheel became so shaky we had to readjust the remaining spokes, replacing them to distribute the strain in order to last until we reached Lake George. We arrived at 4 p. m. without further mishap.

When we started to look for a place to camp we found much trouble. We had a tent with us and had intentions of camping on this trip instead of sleeping indoors. However, it proved that all the land around Lake George was private ground and campers were not allowed. After considerable searching without results we decided to sleep indoors for the night as it was getting late. After getting settled we all walked to the lake and had a refreshing swim. The distance for the day was 77 miles.

We arose early on the morning of the second day, as we had to make some repairs on MacDonald's wheel. We secured some spokes to replace the broken ones and got to work. We also had to fix a bad tire. By the time repairs were finished it was noon-time and before we could get started riding it commenced to rain. After the rain stopped it was too late to start so we hired two canoes and paddled around the lake. We found an island in the center of the lake, about four miles from the dock, which appeared an ideal place for camping. After exploring the island we started back. Then the fun began. A strong wind had sprung up head on and the lake became very choppy. None of us knew much about paddling a canoe and we had our hands full. It took us two hours of constant paddling to make the return trip. If we rested for an instant the waves and wind would almost swamp the canoe. When he reached the dock we felt as though we had just finished a century.

Those who made the trip. Left to right—Joe Caldwell, William Yorzick, Charley MacDonald and Walter Caldwell.

A pretty spot near Elizabethtown, N. Y.

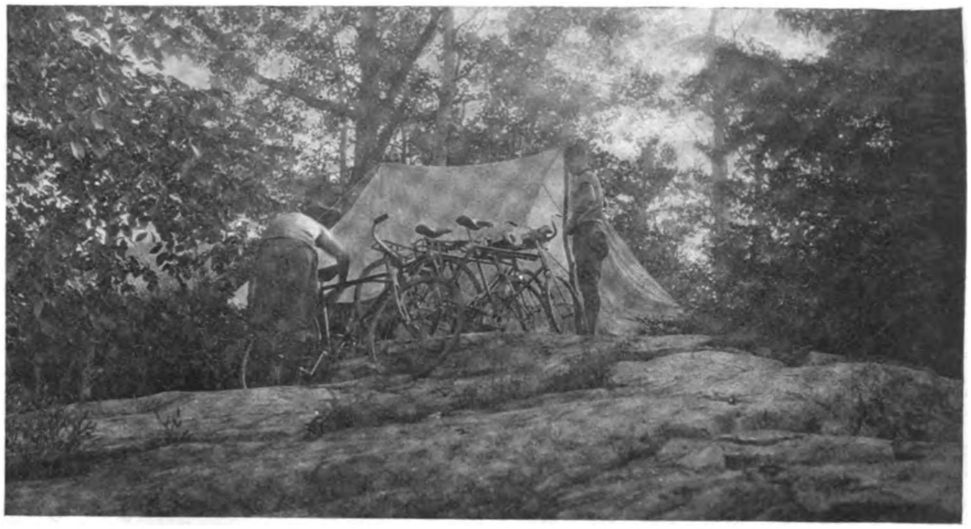
The third day it was raining again with no signs of stopping. We settled down for a dreary day in Lake George. At 3 p. m. the rain stopped but the sky was still very dark and threatening. MacDonald and I took a short ride along the lake shore drive. The scen-

Vacation

aldwell

ery along here was beautiful as the drive is on high ground, giving a fine view of the lake.

The next morning the sky had entirely cleared and it was a beautiful day. We decided we would like to see some more of the island we had visited the previous day, so we got two canoes, put our tent and equipment and some food in them and paddled out to the island. It was such a beautiful place that we did not want to leave it. It was about half the size of a city block and was uninhabited, so we put up the tent and proceeded to make ourselves comfortable. We had a great time cooking our own meals. At first we did not make much of a success but after a few meals we got fairly good at it. We spent all that day and the next on the island, swimming and taking canoe trips to nearby islands. On one trip the canoe tipped over, sending the camera to the bottom of the lake. Luckily, it was only a little over seven feet deep at that spot and we managed to recover it. It was so thoroughly wet that I had to take it apart and dry it, which took half a day.



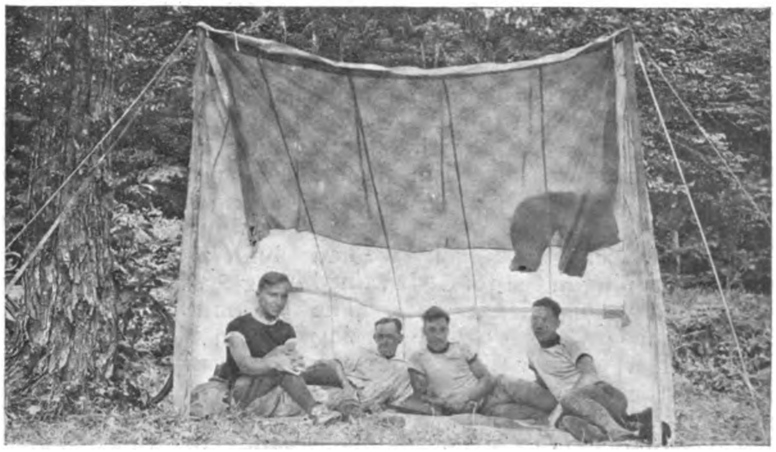
Breaking up camp for the day's ride near Schroon Lake.

Near a falls vista near the roadside.

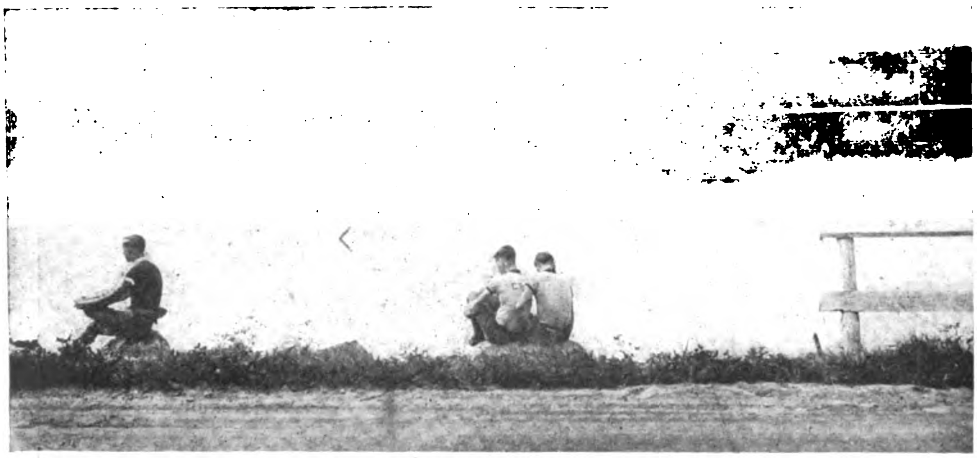
On the third morning we packed up our equipment and left the island. It was such a wonderful place that we hated to leave it, but we had to do a little riding if we expected to get to Saranac Lake. It was 11:45 a. m. when we reached the mainland. After a big meal we got our wheels and were once more on our way. We hit a long hill for about two miles right at the start and found the going pretty hard after our layoff. We rode on to Schroon Lake, getting many hard hills on the way. The day was very hot and we did quite some sweating on some of the hills. We arrived at 6:00 p. m. and stopped for supper. We had a very strong appetite and put away a big feed. We then got enough supplies in town to make breakfast in camp the next morning. We had to ride three miles out of town to find a suitable camping spot by a brook and about 100 feet from the State road. It took us about two hours to put up the tent and prepare for the night. It was dark when we were finished. The mileage for the day was 44; not so bad, as we had only started at 1:00 p. m.

It grew very cold and damp during the night and as we only had one blanket each we did not get much sleep. At 4:30 a. m. we decided that we could not sleep that night so we arose and looked around for some dry wood to build a fire. We found a heavy fog outside, which accounted for the cold raw air. We soon had a warm fire going and finally thawed ourselves out enough to make breakfast. We had taken along a bottle of hot coffee the night before to have for breakfast, and were figuring on this to take the chill out of us. We were doomed to disappointment, for when we were about to use it we found that the bottle had become broken and spilled all the coffee. We had to be content with water for breakfast.

We got going at 8:30 a. m. and started to get hills right from the start. It took us two hours to go 14 miles. By this time we had become hungry again. We stopped at a lunch room and had sandwiches and coffee, which put new life into us. We then rode on to Elizabethtown. We found a bicycle store in town and secured spokes for MacDonald's rear wheel, as they were beginning to break again. The old dealer was quite interested in our bicycles as he had never seen any like them before.



The touring wheelmen ready for a night's rest in their tent near Wilmington Notch.



Enjoying a short rest near Loon Lake.

After leaving Elizabethtown we started to climb a large mountain. We had constant uphill for seven miles, at some times very steep, then a short level stretch and another mile of uphill. By this time we were pretty tired. At some times we had to use all our strength to keep our wheels moving. The sun was very hot and we had to make a few stops for rest. We found a spring at the top of the hill to which we did full justice. Then we had a steep down hill for two and a half miles, with bad turns. We had a fine coast downhill, at some times going so fast that we had trouble holding the road. The downhill sent us right into Keene, where we stopped for dinner.

We got a fine meal and then rested for an hour. On leaving town we found that two roads led to Lake Placid. One was 15 miles of gravel with bad hills; the other 35 miles of asphalt with easier hills. After some deliberation we decided to take the longer road. We had a fine road with practically no hills for ten miles into Jay. We then turned off onto the road to Lake Placid. We were again going uphill. The road was soft and the going very hard. We went up for three miles steady, and then stopped for refreshments. We had been looking for a suitable camping spot for the last two hours but could not find one. On reaching Wilmington it was getting late and it looked like rain, so we decided to sleep indoors for the night. Fifty-seven miles was turned in for the day.

The next morning it was raining when we awoke. It was lucky we had not been sleeping in the tent. It rained all day and we could not start. The boarding house where we were staying was about a quarter mile from the town and there was not much activity there. However, the meals were fine. That day of rest with big meals made it worth while. It cleared up about 6 p. m. and we went for a walk in the mountains, but it rained again while we were out and we got thoroughly wet.

The next morning the weather was fine again. We got moving at 8:30 a. m. We had upgrade all the way to Lake Placid, 13 miles. Most of the way was through Wilmington Notch where there is some beautiful scenery. We arrived at Lake Placid at 10:30 a. m. We were now over 2,000 feet above sea level and the air felt fine and brisk. We could get a wonderful view of the surrounding country from the high ground. We left at 11:30 a. m., arriving at Saranac Lake at 12:15 p. m., a distance of ten miles. The country around here was wonderful so we took our time to take in the many sights and take numerous pictures. At Saranac Lake we spent a little time looking around and then had dinner. It was 2:30 p. m. before we were again moving. At Lake Placid we stopped for refreshments and got some supplies to make supper in camp. We had to ride five miles to find a suitable spot to camp. We immediately set about erecting the tent and getting supper ready. After supper we found some long grass which we spread on the ground inside the tent to soften it for sleeping. We turned in at 10:30 p. m. Mileage for the day was 46.

We did not sleep much that night. Although it was warm when we went to bed it grew very cold after midnight. We had not figured on the mountain air being quite so cold and only had one blanket with us. This was not half enough to keep us warm, so no sleep that night. We arose at daybreak feeling far from rested, and built a fire to warm up. We got going early and rode eight miles into Wilmington for breakfast. It was all down hill, most of it coasting, so we had easy going. We stopped at our old boarding house and had a big breakfast. After breakfast we went to the post office and sent home our camping outfit, tent, blankets, and mess kits. We decided to sleep indoors for the rest of the trip as sleeping in a tent in the mountains with only one blanket was not our idea of being comfortable. If we had about three blankets camping would be ideal, but that would be too much weight to carry.

We had all down hill into Jay, four miles. We then had a fairly level stretch into Keene where we stopped for refreshments. On leaving Keene we had to climb a 2½-mile mountain. It was so steep that it was impossible to ride. We had walked about a quarter of the way up when we suddenly discovered that the camera was missing. Everyone had thought somebody else was carrying it. Two of us then had to go back down the hill into Keene and look for it. Luckily we found it where we had left it in the ice cream store. We then started up the hill again. We had to walk almost all the way up the two and one-half miles as it was much too steep to ride. After reaching the top we had a fine downhill coast for seven miles into Elizabeth where we stopped for dinner. We had to get some more spokes as MacDonald was again breaking spokes and Yorzich had started to break some of his. We could not get any tandem spokes so we had to use the light ones again.

We left at 2:30 p. m. for Schroon Lake. After riding eight miles we came to a very beautiful spot by the roadside where there was a waterfall. It was an ideal place for picture taking so we got the camera working and took a number of pictures. Our next stop was ten miles further on at King Phillip's spring for a drink and a light feed. We then continued on to Schroon Lake. The wind was in our favor so we made very good time in spite of the many hills. Arrived at 6:30 p. m. and put up at a boarding house on the outskirts of the town. The day's mileage was 68.

The next morning we left Schroon Lake at 8:30 a. m. It was very cloudy and looked as though it might rain. We rode on to Chestertown where a stop was made for refreshments. We had made many short stops along Schroon Lake and Loon Lake to take pictures of the beautiful scenery. On arriving at Chestertown MacDonald discovered that one of his pedals was tight and he could not turn it. We had to take it apart and found it dry and the cone almost worn in half. We got some oil at a garage and managed to get it fixed. This delayed us about a half hour. We then rode on to Warrensburg where we stopped for dinner. After dinner we made Lake George, arriving at 1:30 p. m. We stopped here for two and a half hours to enjoy a swim in the lake. We then went to Glens Falls and put up for the night, with 45 miles for the day.

The twelfth and last day we started

RECORDS
SALE OF PHONOGRAPHS
REAL BARGAINS
AMOS SHIRLEY

Amos Shirley, 863 Eighth avenue, New York, believes in going full speed ahead when he starts anything. So when he decided that there was good business in selling Evans Power Cycles he ordered a whole flock of them. "None of this 'demonstrator' business for me," says Amos.

at 8:00 a. m. We stopped for about a half hour at the bridge to snap photos

We then started for Saratoga. After ten miles we made a stop for a rest. While we were resting, a lady came running from a nearby farm house, very excited. She said that a number of cows from a nearby pasture had broken down the fence of her garden and were trampling on her vegetables. She said she was all alone and asked if we could help her chase the cows before they ruined her garden. Luckily there were no bulls among the cows and after considerable chasing we managed to clear the garden. We then fixed the fence and rode back a mile to the dairyman who owned the cows and notified him of the trouble. This delayed us for about an hour, so when we reached Saratoga it was time for dinner. We left right after dinner for Schenectady. A strong head wind had sprung up and the sky became very dark and threatening. It was evident that a storm was coming. The wind made the going very hard, and we had to make a few stops for rest. About five miles from Schenectady it started to rain lightly but we rode right on and it soon passed off. We arrived at Schenectady at 2:30 p. m., but did not stop as we were anxious to reach Albany.

We had a good stretch of road so we hit it up and made very good time for the first 14 miles. Then it started to rain so hard that we were obliged to seek shelter to prevent a thorough wetting. After a half hour it let up and we managed to make Albany with only a slight wetting. Arrived at 4:30 p. m., having 65 miles for the day. We decided to take the night boat to New York which did not leave until 9:00 p. m., and arrived in New York at 7:15 a. m. the next morning.

Everyone felt in fine shape after the trip, as we had been very moderate in our schedule, giving plenty of time to enjoy the places of interest. The camping out idea with the tent furnished a new experience for tours and was a success until we got too high up in the mountains. The camping outfit made it necessary for each rider to carry about 16 pounds of baggage. This cut down the speed a bit but as everyone had on low gears and coaster brakes, the load did not feel so bad. The equipment for each rider was as follows: J. Caldwell, Iver-Johnson bicycle, Palmer Armstrong tires, Musselman coaster brake, 68 gear; W. Caldwell, Iver-Johnson bicycle, Palmer Armstrong tires, Musselman coaster brake, 71 gear; C. MacDonald, Iver-Johnson bicycle, Palmer Armstrong tires, Musselman coaster brake, 71 gear; W. Yorzich, Peugeot bicycle, Palmer Armstrong tires, Musselman coaster brake, 68 gear.

The expenses of the trip were J. Caldwell, $55; W. Caldwell, $65; W. Yorzich, $66; C. MacDonald, $64.

A Bicycle parade staged by the Liberty Bell Bicycle shop at Kansas City.

What the Business Slump Did to the Cycle Industry

Washington, D. C.—A tremendous decrease in the number of bicycles and motorcycles manufactured in the United States during the year 1921, as compared with the year 1919, is shown by the Census Bureau in a preliminary report just issued. While the number of motorcycle manufacturing establishments increased from 20 in 1919 to 22 last year, the production last year was valued at only $13,567,970, as compared with $28,609,327 two years previous. Of the 22 establishments reported, four were located in Pennsylvania, three each in New York and Ohio, two each in Connecticut, Indiana, Massachusetts and Wisconsin and one each in Illinois, Kentucky, Michigan and Rhode Island.

The number of establishments manufacturing bicycles decreased from 31 in 1919 to 24 in 1921, while the production dropped from $24,496,568 to $9,529,779. Of the 24 establishments in existence last year, five are located in Massachusetts, four each in Indiana and New York, three in Ohio, two each in Illinois and Pennsylvania, and one each in Connecticut, Michigan, New Hampshire and Wisconsin.

The number of completed motorcycles decreased from 59,122 valued at $16,161,623, in 1919, to 26,991, valued at $6,438,706 in 1921. In the total value of products the decrease was 52.6 per cent., in the number and value of motorcycles manufactured, 54.3 and 60.2 per cent. respectively. The decrease in production has been accompanied by corresponding decreases in the number of persons employed, in the total amount paid during the year in salaries and wages, and in the cost of materials used.

The number of completed bicycles decreased from 470,675, valued at $12,277,341 in 1919, to 149,192, valued at $6,218,394 in 1921. In the total value of products the decrease was 61,1 per cent., in the number and value of bicycles manufactured 68.4 and 49.4, respectively. The decrease in production has been accompanied by corresponding decreases in the number of persons employed, in the total amount paid during the year in salaries and wages, and in the cost of materials used.

There was considerable fluctuation in the monthly wage earners in 1921. In January, the month of maximum employment for the motorcycle industry, 3,854 wage earners were reported and in June, the month of minimum employment, 1,412—the minimum representing 36.6 per cent. of the maximum employment. In November, the month of maximum employment for the bicycle industry, 2,191 wage earners were reported, and in July, the month of minimum employment, 1,151—the minimum representing 52.5 per cent. of the maximum employment. A classification of the wage earners in the motorcycle industry shows that 1,122, or 42.1 per cent., were employed in establishments where the prevailing hours per week were 48 and under, 1,148, or 43.1 per cent., between 48 and 54, and 395, or 14.8 per cent., were employed in establishments where the prevailing hours of labor ranged from 54 to 60. A classification of the wage earners in the bicycle industry shows that 338, or 20.6 per cent., were employed in establishments where the prevailing hours of labor per week were 48 and under; 833, or 50.7 per cent., between 48 and 54, and 472, or 28.7 per cent., were employed in establishments where prevailing hours of labor ranged from 54 to 60.

The returns indicate that the combined output of all motorcycle establishments was only approximately 44 per cent. of the maximum capacity, based upon a demand requiring full running time. The percentage of output for individual establishments ranged from 20 to 90 per cent. of their maximum capacity.

The combined output of all establishments engaged in the manufacture of bicycles was approximately 38 per cent. of the maximum capacity. The percentage of output for individual establishments ranged from 20 to 90 per cent. of their maximum capacity.

The statistics for 1921 and 1919 are summarized in the following statements, prepared by the Census Bureau. The Bureau points out that the 1921 figures are preliminary and subject to such change and correction as may be necessary from a further examination of the original reports, but it is not believed that any changes so made will be important enough seriously to affect the figures herein given:

FIRE IN STOLL PLANT

Denver, Col.—Fire in the Stoll Manufacturing Company plant, September 15, gutted the main factory, consisting of the metal shop, the office and the stock room, but did not enter the camp goods department. The production of the Stoll line of tents, beds and camp goods, as well as motorcycle tandems will be carried on in the canvas goods department temporarily and the main shop will be rebuilt at once. The loss, which is estimated at $40,000.00, will be fairly well covered by insurance. Delivery on all items of camp equipment, as well as motorcycle tandems, will not be delayed more than two or three weeks.

COMPARATIVE SUMMARY OF STATISTICS FOR THE MOTORCYCLE INDUSTRY: 1921 and 1919

	1921 (1)	1919	Per cent. of decrease.
Number of establishments	22	20	....
Persons engaged	3,120	6,411	51.3
Proprietors or firm members	3	6	....
Salaried employees	452	703	35.7
Wage earners (average number)	2,665	5,702	53.3
Salary and wage payments	$4,125,361	$7,377,669	44.1
Salaries	1,000,747	1,086,111	7.9
Wages	3,124,614	6,291,558	50.3
Contract work	167,765	....	....
Cost of material	5,630,790	14,109,049	59.7
Value of products	13,567,970	28,609,327	52.6
Value added by manufacture (2)	7,887,180	14,500,278	45.6

(1) The figures for 1921 do not include 2 establishments reporting products under $5,000, but the figures for 1919 include 2 establishments of this class

(2) Value of product less than cost of material.

	1921	1919	Per cent. of decrease.
Motorcycles:			
Number	26,991	59,122	54.3
Value	$6,438,706	$16,161,623	60.2
Motorcycle parts, including side and delivery cars:			
Value	6,032,298	11,403,519	47.1
Bicycles, tricycles and parts:			
Value	122,244	413,329	70.4
All other products, including repairs:			
Value	974,722	630,856	+54.5

COMPARATIVE SUMMARY OF STATISTICS FOR THE BICYCLE INDUSTRY: 1921 and 1919

	1921 (1)	1919	Per cent. of decrease.
Number of establishments	24	31	....
Persons engaged	2,102	5,789	63.7
Proprietors or firm members	6	10	....
Salaried employees	453	595	23.9
Wage earners (average number)	1,643	5,184	68.3
Salary and wage payments	$2,795,657	$7,585,924	63.1
Salaries	938,976	1,114,247	15.7
Wages	1,856,681	6,471,677	71.3
Contract work	....	1,036	....
Cost of material	4,642,021	11,876,866	60.9
Value of products	9,529,779	24,496,568	61.1
Value added by manufacture (2)	4,887,758	12,619,702	61.3

(1) Figures for 1921 do not include establishments reporting products under $5,000, thus excluding 3 establishments which employed no wage earners, and in the aggregate reported products to the value of $6,955. The figures for 1919, however, include 4 establishments of this class which employed 3 wage earners and reported products to the value of $13,516.

(2) Value of products less cost of material.

PRODUCTS.	1921	1919	Per cent. of decrease
Bicycles:			
Number	149,192	470,675	68.3
Value	$6,218,394	$12,277,341	49.4
Motorcycles and parts, including side and delivery cars:			
Value	47,625	34,505	+38.0
Bicycle parts, including tricycles:			
Value	1,869,139	4,561,339	59.0
All other products, including repairs:			
Value	1,394,621	7,623,383	81.7

(1) A plus sign (+) denotes increase.

With *the* Trade

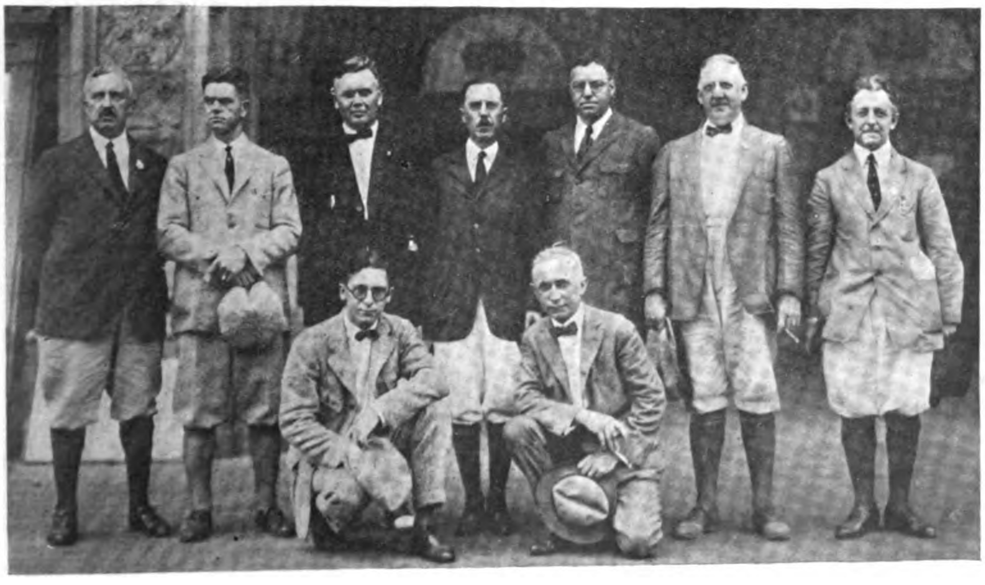
HOFFMAN HENDEE PLANT ENGINEER

Springfield, Mass.—Announcement is made by the Hendee Manufacturing Company of the appointment of E. E. Hoffman, of New York City, as plant engineer at their factory. Mr. Hoffman will head the general engineering division and will have direct supervision of product design, tools and tool design, maintenance, inspection, material specifications and standardization. It is felt that Mr. Hoffman's long experience in the automotive field will enable him to bring the Hendee Company new ideas, which will fit in ideally with the constructive expansion which is being planned for this big local industry. Graduating from Columbia in 1910, Mr. Hoffman's work was in the capacity of mechanical engineer of the electric division of the New York Central R. R. Co. Later he joined the forces of the Willys-Overland Company, first as research engineer and later on being advanced to assistant production engineer, at their Toledo plant. After serving several years in the latter capacity he went to Elizabeth, N. J., as production engineer of the Willys Corporation. For the past two years he has been in business for himself in the engineering and construction business, specializing in oil burning equipment for industrial plants, and leaves this connection to take up his new duties at the Indian factory. Mr. Hoffman plans to move his family to Springfield shortly to make his future residence in the city of homes.

E. E. Hoffman, Plant Engineer for the Hendee Mfg. Co.

JAPAN—A "WHALE" OF A MARKET FOR MOTORCYCLES

Washington, D. C.—Japan is now passing through the bicycle stage of its development and is not likely to reach the automobile stage for a good many years, announces the United States trade commissioner at Tokio. The commissioner tells us that the latest official figures give Japan a population of 77,050,510, but that the population of the entire country must be regarded as equivalent to that of a city of about 200,000 people, when judging its potentiality as an automobile market for the next few years. At the close of 1921 there were 2,051,104 bicycles registered in the banzai country. For those who plan on motorizing the two-wheeled riders the following reminder may not be amiss. The Jap, almost to a man, is not tall, the average height being little over five feet. It has been found that motorcycles with low saddle positions have enjoyed the biggest sale in Nippon. Light weight is another factor that goes hand in hand with low saddles..



"Every bicycle dealer should wear knickerbockers while at his place of business, and insist that his salesmen and repairmen do likewise," says President J. P. Fogarty of the Bicycle Manufacturers' Association. The picture above is the Westfield Mfg. Co. delegation at Atlantic City. Mr. Fogarty, who is secretary and general manager of the Westfield Mfg. Co., believes that the wearing of knickerbockers by the bicycle dealer would help to advertise his business, and to demonstrate how neat and natty they are he brought the Westfield delegation to the Atlantic City convention attired in white knickers. The picture above shows them. From left to right they are: L. D. Harden, F. R. Swayne, C. A. Leander, J. P. Fogarty, W. R. Spear, B. A. Edgar, W. F. Reigner; kneeling. C. J. Fogarty, D. G. Ryan.

NEW DAYTON DISTRIBUTORS

Dayton, Ohio.—Announcement of the 1923 Eastern Distributors for Dayton Bicycles has just been made by J. A. Yates, Bicycle Manager of The Davis Sewing Machine Company. Two new Dayton distributors appear in the 1923 line-up. They are The Perlman Cycle and Auto Supply Company, 34 Warren St., New York City, and The Hub Cycle Company, of Boston, Mass. Distributors announced and territories covered are: The Perlman Cycle & Auto Supply Company, 34 Warren St., New York City, covering Long Island and States of New York and New Jersey; The Hub Cycle Company, 19-37 Portland St., Boston, Mass., covering States of Maine, New Hampshire, Vermont, Massachusetts, Connecticut and Rhode Island; Haverford Cycle Company, Philadelphia, Penn., covering States of Pennsylvania and Delaware; Wm. H. Grover, Norfolk, Va., covering states of Maryland, Virginia, North Carolina, and South Carolina; Walthour & Hood Company, Atlanta, Ga., covering States of Tennessee, Georgia, Florida, Alabama, Mississippi, Louisiana; and Al Ray Company, Louisville, Ky., covering States of Kentucky and West Virginia. "We feel proud of the connections we have for the eastern distribution of Dayton Bicycles," says Yates. "Our distributors are all progressive, live-wire concerns that have won recognition for their aggressiveness and for helpful service to dealers."

THE EVANS IN AUSTRALIA

Sydney, Australia.—The Cyclemotor Corporation, Rochester, N. Y., U. S. A., have appointed Messrs. Lloyd, Mackey & Gunn of 215 George St., Sydney, as their direct Australian representatives to handle all their interests in Australia. It is now just fifteen months since Jack Gunn received the first Evans from the factory, and this machine was tested out thoroughly before anything definite was done with the handling of the line. Mr. Gunn gave the machine gruelling tests over long distances, such as Adelaide to Melbourne, Melbourne to Sydney, Hobart to Lanceston, etc. After all of these tests, the same machine was brought over to Sydney and is at present at Messrs. Lloyd, Mackey & Gunn's, being used as a special machine for competitions. It is interesting to note that this same machine won the 440 yards Acceleration Test held by the Northern Suburbs, M. C. C. against all powers, a truly wonderful performance. There are now on the Sydney roads alone sixty Evans machines, and considering that it is only three months since the first stock arrived, their popularity and name have already been firmly established. Agents have been appointed in several of the big country towns in this State, and also in Victoria, South Australia, Queensland and Tasmania. In the near future Gunn will be taking the Evans on an official 3,000 miles economy and reliability test, from Sydney to Adelaide, via Broken Hill and along the Murray River; then from Adelaide to Melbourne, through the Coorong Desert and back from Melbourne to Sydney.

U. A. Hicks, who is promoted from the managership of the Hendee branch in Chicago to the sales division at the Springfield office.

NEW POSTAL REGULATIONS

Washington, D. C. — The Post Office Department has made the following announcements: "This department is in receipt of the following letter from the London office relative to the manner of packing of articles destined for Great Britain: 'I am directed to inform you that parcels containing soft or light goods are frequently received from the United States in bad condition, in consequence of the inadequacy of the packing provided by the senders; and much time is spent by the British Post Office in making them secure. The packing usually consists of brown paper and string only.' Mailers of parcels to Great Britain are therefore requested to securely pack and tie parcels to prevent damage or loss.

"This office is in receipt of advice from the postal administration of the Philippine Islands that because the revenue derived is below the cost of handling, a fee of 10 cents gold (United States' currency) will be collected on each C. O. D. parcel from the United States delivered in the Philippine Islands, effective November 1, 1922. This fee collected in the Philippine Islands is in addition to the C. O. D. charges and the Philippines money-order fee."

HICKS TO WIGWAM

Springfield, Mass. — Announcement is made by the Hendee Manufacturing Company that effective October 1, U. A. Hicks, Manager of their Chicago Branch, was transferred to the Sales Division at the Main Office in Springfield, Mass.

Mr. Hicks was formerly connected with the Sales Department at the Factory, but with the transfer of Tommy Butler to the Pacific Coast two years ago, Mr. Hicks was selected as his successor at Chicago, as it was thought that the experience he would get in the field organization, a first hand acquaintance with Indian dealers and a more intimate knowledge of their problems, would be of immense assistance to him later. His return to the Wigwam is in the nature of a promotion and carried with it additional responsibilities. Glen Crandall for many years connected with the Indian organization will be Mr. Hicks' successor at the Chicago Branch. Mr. Crandall's long association with the company and his intimate knowledge of its ideals and policies, as well as his acquaintance among the dealer organization in the Middle West, qualifies him to assume the responsibilities connected with the Chicago branch.

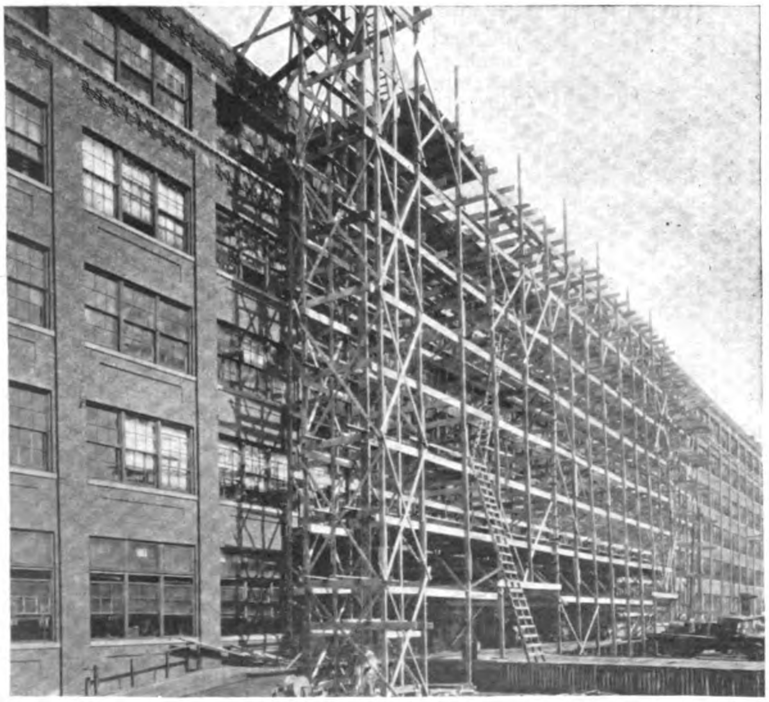
WIGWAM NEWS

Springfield, Mass.—Mr. Roberto Aldeanueva, from Madrid, Spain, owner of a large stain glass factory, stopped at the Hendee plant while on a business trip to the United States. He is the proud owner of three Indians. J. W. Jones, orange grower in Fresno, Calif., went 100 miles out of his way to visit the plant. He has been an Indian enthusiast since 1915.

Glenn Crandall, who takes over the management of the Hendee branch at Chicago.

LABOR SITUATION IMPROVED

Washington, D. C.—The chief development in the industrial situation during the month of September was the improvement in the labor situation, according to a summary of general business and financial conditions, throughout the country just issued by the Federal Reserve Board. The amount of voluntary unemployment has been greatly reduced, and wages have shown a distinct upward tendency, it is pointed out. Manufacturing is being maintained at relatively high levels, increased production being reported in most important industries. Both wholesale and retail trades showed marked expansion during the month. Financial conditions continue to be very sound, while domestic money rates showed a slight upward tendency.



Adding another story and 10,000 square feet of space to the Harley-Davidson factory.

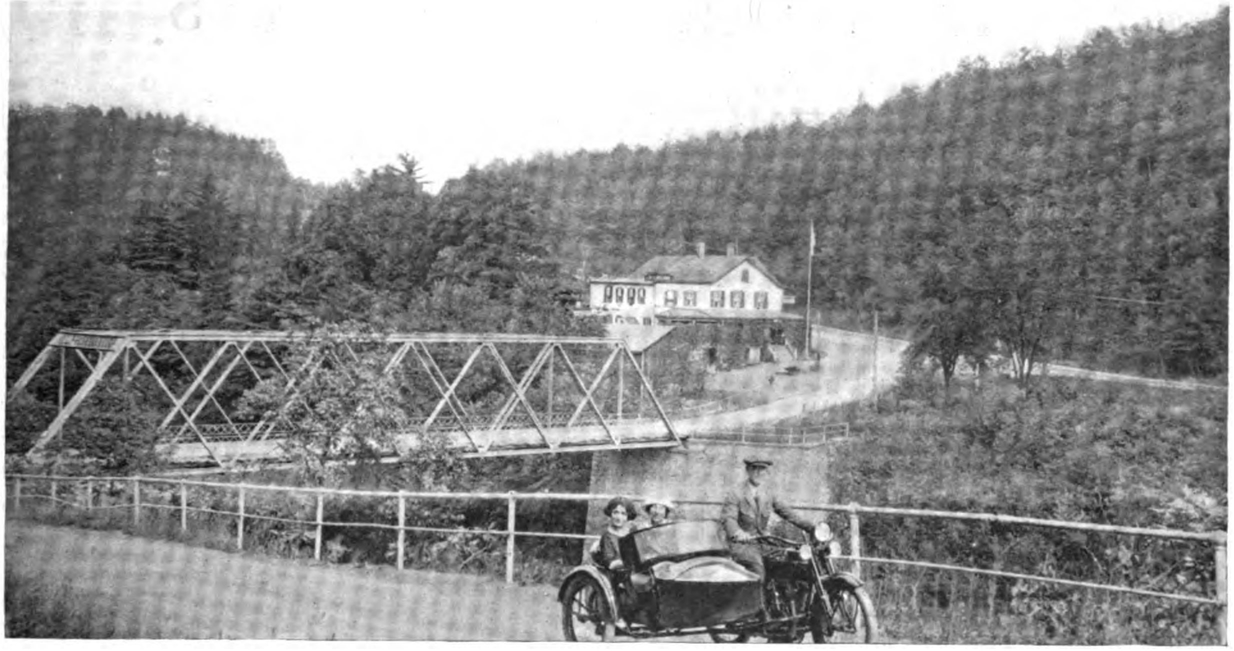
HARLEY-DAVIDSON BUILDS

Milwaukee, Wis. — Contractors started work last week on a new floor addition to the west half of the main building of the Harley-Davidson factory. This new addition will add 10,000 square feet floor space to the present factory. "The building of this addition is an evidence of our firm belief in the future of the motorcycle business," says Walter Davidson, President, Harley-Davidson Motor Co. "We are convinced that the outdoor sport and economy of the motorcycle can be sold to an increasing number of people, each year, through national advertising and constructive salesmanship. Our final and complete abandonment of factory supported racing, a year ago, was a timely and forward step. Concentration in the production and sale of stock machines has helped to greatly reduce prices, enlarged our motorcycle sales field, and has to a large extent, we are sure, lessened the general public's opposition to motorcycles.

Our dealers report that they are selling motorcycles to a better class of riders, today, than they ever did in the days of factory supported racing."

SHIFTS FROM RUBBER TO OIL

San Francisco, Cal.—All the San Francisco motorcycle dealers are well acquainted with Robert J. (Bob) Eirick, who, for the past three and a half years has represented Firestone. Mr. Eirick announces that he is now associated with the Tidewater Oil Co. (Veedol oil). This live wire will have his headquarters with the Pacific Motor Supply Co., 1440 Market street, San Francisco.



In the Catskill Mountains, Near Saugerties, New York

Have We Lost Our Sporting Blood?

Time Was When We Would Ride 200 Miles Over Dirt Road for a Bronze Medal, Now We Insist on a Wagon Load of Prizes

By Armour Anderson

WE have often heard the old riders talk of the years that are gone when the motorcycles first came out, and how when the club held a club run everybody went along.

Now when there are ten times as many riders you can only get a few to go along.

We remember back in 1912 and '13, when the club held a run, and it was time to start, and some were not there, the captain detailed a couple of the members to find out what was the matter, for we all knew that there must be something wrong or they would have been there.

Everybody who had any kind of an old tub always turned out for the club runs. The dealers all went along and they always had their mechanics along to help anybody who had trouble. We would start out, and if we made five miles before several had to stop and fix up, we were lucky. After getting fixed up we were off again for a couple of more miles. We remember well the club run to York in 1913, when the club stopped at a small place on the other side of Lancaster, and one old farmer came up and asked: "Where did you all come from this morning?" and when we told him from Reading, he said: "Oh, my! No, that cannot be so, all the way from Reading this morning."

In those days we all were solo, and a club run of 100 to 150 miles was a joy ride. Try it today, and you cannot scare up a dozen riders. One thing that has spoiled club runs is the sidecars. At first wives and sweethearts went along, and it was a big ad. to the dealers, as it sold a lot of sidecars and motorcycles for them. But after a few years, and especially at the present day, the riders like to go either by themselves or a few of them together. We believe what one old motorcycle rider told us years ago that motorcycles were not made to hang sidecars on, but for solo riding, and it remains a fact today that solo riding has them all beaten.

In the old days we used to go in a 200-mile endurance run with a single speed machine, and sometimes a single all-battery ignition, over roads that were called state highways, but which were not as good as the side roads of today. If we made a perfect score we got a bronze medal. If we did not make a perfect score we did not get anything. But we looked at it as a sporting proposition, and we were always on deck for the next one.

Take the rider of today. He wants to see about $200 worth of prizes up before he even thinks about going. He looks at it as a business proposition.

At the finish of some of our present runs, when the riders come home, and start to hammer the competition committee for putting in a few miles of bad roads, we often wish that they had been riding ten years ago. They would have had something to kick about.

The Reading club held a run recently to Schuykill Park, about 45 miles from Reading. Sixty-seven machines lined up for the club run. This run had been boosted pretty heavy by the dealers and the captain. The old-timers were certainly astonished, and they were set to thinking of the old days. It did us good to see this bunch. Everybody had a royal time, and all asked when the next one was going to be held. Perhaps the old days are coming back again. We certainly hope so. Motorcycling is motorcycling, and the time may come when we may have the same big crowds that we used to.

Among *the* Dealers

COLEMAN JOINS PACIFIC MOTOR

San Francisco—Ernest Coleman, formerly salesman of the Appeal Manufacturing Co., in San Francisco, and widely known to the trade, has joined the force of the Pacific Motor Supply Co. and at present is acting as salesman in the retail store. Charles Myers, also until recently with the Appeal Manufacturing Co., is now connected with the Pacific Motor Supply Co., in the parts department.

AN OLD TIMER

Canton, O.—Keo C. Nieschwitz started in the bicycle business in Canton long about the time when Pa Canton put on a pair of knickerbockers and Ma Canton scandalized the neighborhood by wearing a pair of bloomers which reached to her shoe tops and then started out every Sunday afternoon to pedal their way around the landscape. Then the motorcycle came into being. Nieschwitz immediately saw the future of the industry and became Canton's first motorcycle dealer. Mr. Nieschwitz is optimistic concerning the future of the motorcycle. More and more machines are being used by tourists every year he says and they are gradually winning a place in the commercial world. He also features leading makes of bicycles, maintains an efficient service department and handles accessories for both bicycles and motorcycles.

GLOSS TO HANDLE INDIAN AT DETROIT

Detroit, Mich. — In the future the Indian agency in Detroit and Wayne County will be handled by W. O. Gloss, who has been in the motorcycle business in Detroit for several years but handling another line than the Indian. His long experience in the motorcycle business and the fact that he formerly represented Indian as sub-dealer under Al Schmidt of the Motorcycle Exchange in the Pittsburgh, Pa., territory, before going to Detroit, is an indication in itself that he is familiar with the policies and ideals of the Hendee Manufacturing Company. With Lee B. Cowart as his chief lieutenant, Mr. Gloss is looking forward to a big Indian business in this territory for 1923. Their location at 1055 First street is situated on a busy corner in a new building, and is but three minutes from Cadillac Square, the heart of Detroit. He has a complete line of Indian models as well as a large stock of parts. Especial attention will be given to prompt service in filling parts orders.

PROSPECTS BRIGHT IN AKRON

Akron, Ohio—The season just drawing to a close was one of the best since pre-war days for the bicycle and motorcycle dealer, it was learned following a survey of the better known shops here the past week.

Officers of the Buckeye Cycle Company declared this week that the bicycle season, although slow at the start, improved steadily as the season advanced, and even after September 1 bicycles were active. This concern predicts a very active spring in wheels next year.

J. J. Bertele, of the Akron Cycle and Supply Company, said this week that motorcycles are moving better than they have at any time this season and that even second-hand machines have had a strong call the past month. This firm, together with Coleman's Cycle Shop, on Sunday, September 10, fostered a "Gypsy Tour" to an unknown destination, which, according to officials of the two concerns, was highly successful. The same two shops fostered a similar tour last April to Waynesburg, where an outing was held.

Coleman's Cycle Shop, distributor of the Indian and Henderson motorcycles, has experienced a very active summer season and, according to Mr. Coleman, the season to come should be one of the best in recent years. He says the rubber workers are now getting back on their feet and inquiries would indicate that many will buy motorcycles next spring.

BOOSTS SALES THROUGH RACES

Birmingham, Ala.—Promoting bicycle road races; swimming clubs using the bicycle to the "water's edge"; teaching workmen the utility of the use of the bicycle in getting to and from work; and demonstrating to merchants the advantages of bicycle delivery over automobile delivery in certain cases, are some of the methods used by Jasper W. Bryant, proprietor of three bicycle stores and half owner of another, in increasing sales.

Mr. Bryant, known to his many friends as "Jap," owns stores located in Bessemer, Tuscaloosa and Anniston, Alabama, and half interest in one at Fairfield, Ala. His brother, who owns the other half of the Fairfield store, owns a bicycle store in Ensley, Alabama, also.

"Jap" Bryant on the wheel he always rides during parades, and as a judge on race days. He is the idol of the boys who live in his "towns."

Last year Mr. Bryant started the idea of business men getting more exercise and keeping in better trim by forming a swimming club and using the bicycle to get to the water among the business men of Bessemer. He formed this club and the pool to be used was about two miles from the town, the success was notable even in the first year. This season he got on early start and persuaded a number of his friends, including some of his fellow Kiwanians, to join. The business men were delighted with the ride and the swim, which they took before breakfast every morning. Jap started in with the proposition that he would lend a bicycle to anyone who did not have one and did not want to buy one, this he did. The idea was a civic betterment one and not to sell bicycles primarily, but it sold them nevertheless.

The headquarters of this small string of stores is located in Bessemer. Bessemer is a town of about 20,000 inhabitants and depends upon the iron and steel industry for its main support. Bryant gets the main part of his business from the workman in these mills, including steel mills, blast furnaces, pipe shops, foundries, rolling mills and other iron and steel industries.

"Most of the men who work in the various plants surrounding Bessemer live too far away from their work to walk," says Mr. Bryant, "and the street car service is not suited to their needs; particularly not for those who work on night shifts and the early morning shifts. These men have found that the bicycle suits their needs better than anything else. I have developed the system of letting any one of these workmen have a bicycle on trial for a week at a small rental charge, so that they can see how they like it. Then I will sell them this bicycle or any second hand cycle in my shop for a small cash payment and so much each week until they have paid for it. In case they buy I remit them the rent for the week's trial.

"This is all done with the idea that after the men have tried out a bicycle they will find that it is what they need, but that they do not want a second hand one, nor do they wish to be bothered with making a small payment each week; and as a result they soon buy a new one and pay cash for it. This system has resulted in selling a number of bicycles to working men and I find that this is the largest class of customers I have."

Another method used in increasing sales by this progressive merchant, is that of demonstrating to the owners of small groceries, meat markets and like concerns that the automobile is entirely too expensive for their use in making quick deliveries. In this connection he says: "When automobiles first began to be used, and for that matter, even in this latter day of their progress, many merchants bought them for the purpose of making quick deliveries of their goods, little thinking of the great number of instances when they were required by their trade to send out one single order immediately. This was a very expensive method for some stores to use, others had need only for a few cars to make their regular runs. I set myself the task of analyzing the needs of any merchant of the towns where I do business from a delivery vehicle standpoint.

"As a result nearly every merchant in the small towns where I sell bicycles are using the cycle with boys for their quick and rush deliveries. They find that it is much less expensive; that an automobile or motorcycle must carry a good big load or have considerable distance to go before they can compete with a bicycle and a boy."

Back in 1905, 1906, 1907 and 1908 "Jap" Bryant was known all over the south, and well into some other parts of the country, as one of the best amateur bicycle racers in the game. As a result of his love for the racing game and his own experience in it, he promotes bicycle races in every town where he does business, at least once a year, and sometimes two or three times. "I went into the bicycle business because I like it," says Jasper W. Bryant, "and I believe that is the reason that I have made good."

CANADIAN DEALERS MEET

London, Ont.—The sixth annual convention of the Canadian Bicycle Dealers Association at London on Wednesday and Thursday, September 7 and 8, proved to be a record-breaker in every respect. Thirty different cities and towns of Canada were represented at the gathering, and the attendance was close to one hundred, all but ten of those present being retail bicycle dealers.

Bicycle Week was set for the second week in May. The association went on record as favoring lights on all bicycles at night, and also favored a licensing plan to curb bicycle stealing. The question of the "Bicycle Booster Bulletin," the association's house organ, was left to the incoming executive. It was also decided to recognize the industry in Canada by electing three officials of the industry, B. B. Halladay, Canada Cycle & Motor Co.; A. E. Humphreys, Humphrey Bicycle Motor Co., and D. E. Rogerson, Dunlop Tire & Rubber Goods Co., as directors.

A "Ride A Safety" Campaign was urged by W. M. Gladish, and the movement was endorsed. This will be an educational drive to improve traffic conditions affecting riders, to encourage proper handling of a bicycle by the cyclist, to protect the rights and privileges of cyclists as well as to point out their responsibilities as users of the streets. Announcement was made that the co-operation of the Ontario Safety League had been secured for the movement, and the league will distribute publicity on the subject, send letters to schools, etc.

Those elected as directors were: J. R. Dixon, Hamilton; N. N. Ferries, Hamilton; W. M. Gladish, Ottawa; G. A. Wenige, London; J. L. Isaac, Brantford; W. H. Gurd, London; Bert Brown, Chatham; Percy A. McBride, Toronto; E. C. Brisco, Chatham, and Fred Gott, Brantford. The names are listed according to the number of votes secured. The 1923 convention will be at Hamilton, Ont., next September.

A wheel-stringing contest for a championship cup provided by the association was won by A. J. Stephens, Walkerville. S. D. Simpson, Sarnia, was second, and E. A. Hircock, Cobourg, third. The time of the winner was 17:45, which was considered good in view of the makeshift conditions under which the mechanics competed. The closing feature of the convention was the annual banquet, the chairman of which was B. B. Halladay, president of the Kiwanis Club of West Toronto. The one speaker was Rev. Dr. Sowerby, Ph.D., LL.D., of London, whose subject was "The Necessity of the Golden Rule Applied to Business."

TWO BILLS OFF FOR THE COAST

Angola, N. Y.—Bill Schack and Bill Surre are now en route to the Coast, Schack to visit his distributors of Emblem-Pierce bicycles, and Surre to present his various lines to the jobbers.

Watch Your Overhead *and* Shoot Square, *Says* Fred Mercer

FEW lines of business endeavor offer the return that the cycle business does when the amount of capital invested and the amount of energy required to carry on is taken into consideration. The foregoing is the conclusion of Fred Mercer, Washington State Indian dealer, after years of experience spent in climbing to a point where he is now classed as the leading cycle dealer of the Northwest.

"The cycle business is the safest business I know of," said Mercer to a representative of MOTORCYCLE AND BICYCLE ILLUSTRATED. "A person can make a living and a fairly good one in my line easier than in any other business I know of. Mind you, I said 'living'—not success. That requires work and great gobs of it too. But I know that motorcycle and bicycle dealers are in shape to weather a long period of business depression better than men in other lines of business. Why I can hang a few dozen bicycles in the window, a few velocipedes and with tires and accessories and an occasional motorcycle sale I can sit back and twiddle my thumbs and get by. I don't know of any other line I could engage in and do the same.

"You know the cycle business is considered by the majority of merchants as a young fellow's game and they think that he should step out of it about the time he reaches maturity. That's a big mistake.

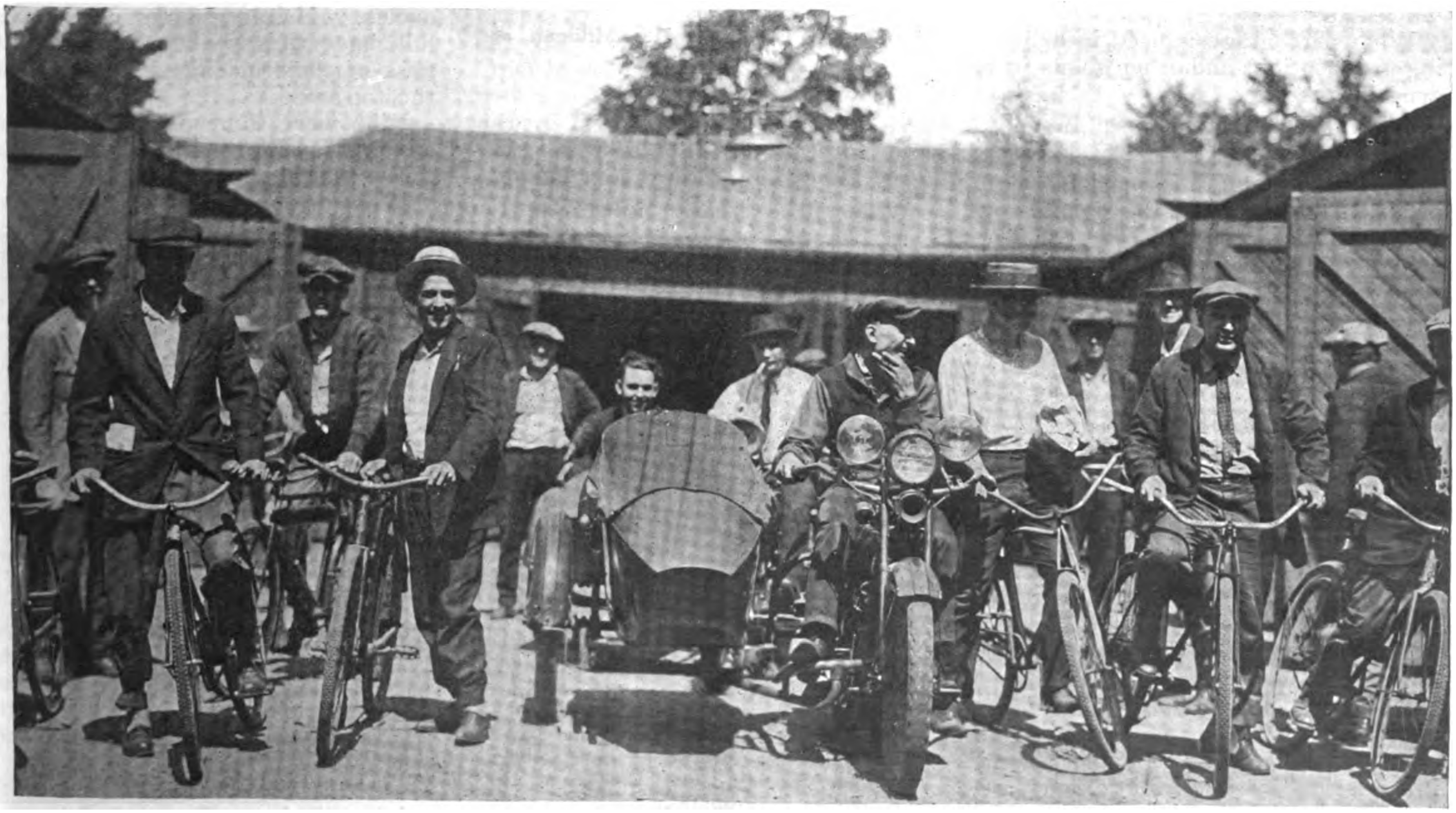
"Cycle dealers really have very little competition, but most dealers believe they have the keenest of cut-throat competitors on all sides. Let them look to the automobile, the shoe or the clothing lines, and they will soon admit that they have practically nothing to meet in the line of competition. I do not fear a multiple dealer plan. The more straightforward competition the better. It makes sales for us all.

"As to succeeding—climbing to the top—selling thousands of bicycles a year—hundreds of motorcycles—that is quite another matter. There can be no twiddling of thumbs and reach the top.

"To the average cycle dealer if my advice were asked, I would say—watch your overhead, keep a clean, live stock on hand, study your trade and shoot square. You will get by in good shape if you give you yourself half a chance. You will make your mark in the cycle field if you really work, more certainly than in most any other line of endeavor."

ACCESSORIES PAY THE DEALER

STOP a few minutes and consider these facts. Motorcycle accessories yield from 25% to 40% profit. Only a small amount of money need be invested to carry a complete stock. They are saleable throughout the entire year because different accessories are required for different seasons. When you sell a customer an accessory he is still a prospect for others. One sale leads to more. With these things in mind, get ready and go after the accessory sales. Clean up the show case. Get a small live stock of good accessories and arrange it neatly and attractively. When a customer comes into your shop for oil, gas or repairs look his machine over. Find out what he needs in the way of accessories. Suggest something, show it to him, explain its advantages and his need for it. Sell accessories; don't just carry them.—From Wheeler-Schebler Heart-to-Heart Talks.



Nearly 400 employees of the National Cash Register Co., of Dayton, Ohio, use bicycles or motorcycles instead of street cars. The company provides sheds to house the wheels.

Localize *and* Individualize Your Advertising

By Frank H. Williams

THE more localized and individualized your advertising is, the more motorcycles you will sell.

It is, of course, splendid advertising for you to play up the make of the motorcycle you sell and hammer hard on its quality and economy and all that. But such advertising won't be read with as much interest as would advertising in which you told about what local owners of your motorcycles are doing, or in which you told about long records of service hung up by the motorcycles you've sold locally.

People are, naturally, always more interested in specific personalities about people with whom they are familiar or about people living in their own home town, than they are in abstract generalities.

Consider, for instance, the possibilities for interesting ads in the analyzing of the uses to which an average 100 of the motorcycles you've sold have been put by their owners.

For instance, what percentage of the motorcycles you sell are used in delivering groceries?

What percentage is used in delivering dry goods?

What percentage is used in delivering prescriptions and other goods from drug stores?

What percentage is used in delivering men's apparel?

All this sort of information would prove of interest to the readers of your local papers because it would be so entirely different from the usual run of local motorcycle ads.

In addition to running ads as suggested above, you might also run advertisements based on the answers to these questions:

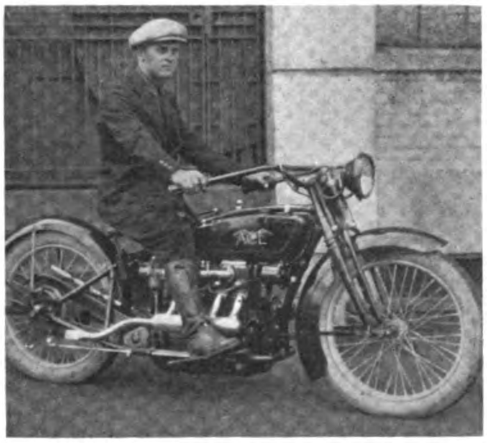
What is the greatest mileage covered by any of the motorcycles you've sold? You might get additional interest into an advertisement based on this topic by offering a prize to the owner bringing you convincing proof that he has attained the greatest mileage.

What is the greatest number of hours per day that any motorcycle sold by you is operated? You might also offer a prize for convincing proof along this line. Or you could get the information by inquiring among the owners of the motorcycles you've sold.

Is any one of the motorcycles you've sold regularly operated by a woman? If so you have a splendid theme for some mighty interesting advertising. The woman's picture should, of course, be used with such an ad.

What is the average age of the people who have recently purchased motorcycles from you?

What percentage of your motorcycle patrons have bought their machines from you on time payments? Some information along this line, showing that a good number of purchasers have gotten their machines in this way, might make some hesitant prospects get busy and buy from you.



Motorcycle Patrolman Don Milligan, of Malone, N. Y.

What is the average mileage gotten out of the motorcycles recently sold by you?

Geo. L. Nutting and William Chandler, of Claremont, N. H., rode to the Hendee plant for two new Scouts. George is organizing a motorcycle club in Claremont and has at present seven members enrolled. Harvey Cutts, Claremont Indian dealer, is co-operating with the boys by allowing them the use of a room over his store

What is the most unusual and interesting trip taken by any of the owners of motorcycles recently purchased from you?

What are some of the most complimentary things said by purchasers about the motorcycles you've sold them? Localized testimonials from owners would prove of great interest in your city. Names and addresses of those giving the testimonials should be given and their photos should also be run in the ads, if possible.

How many of the motorcycles sold by you are equipped with sidecars?

How many thus equipped are used by young family men in taking their families out riding on Sundays?

What do these young family men say about the increased amount of joy that they and their families get out of life through the medium of the motorcycles and sidecars?

What is the highest hill that is regularly climbed day in and day out by some of the motorcycles you've sold?

What do the owners of these motorcycles, which regularly climb a bad hill, have to say about the effectiveness of their machines in going over the top?

Who were some of the first people to buy machines from you and are they still riding motorcycles?

What do these early customers have to say about their early purchases and the greatly improved machines you are now offering?

Who, among your patrons, has ridden a motorcycle for the greatest number of consecutive years?

What does this individual have to say about his love for his motorcycle?

What are the main accessories purchased by your patrons and what do these patrons say about these accessories?

The answers to all these questions would be local news and so this information would make a great hit with the readers of the local papers if you'd present it to the public through the medium of snappy ads. Also it would attract much attention if presented on cards in your show windows.

Get this information. Give it to the public. And watch how it stimulates your business.

Cyclists *and* Cops *at* Velodrome

THERE were a number of high-class racing cyclists at the New York Velodrome last Sunday and there was also a number of cops there. The racing cyclists were there to provide some fine entertainment for the fans, but the cops were there to take the joy out of life. The cyclists did provide the said entertainment in a number of races, sprint and motor-paced, while the cops did their stuff by serving summonses on a number of employees of the track for violating the Sunday sports law.

The feature race on the program was a 20-mile motor-paced race in which Champion George Chapman; Clarence Carman, Long Island; Vincent Madonna, the Italian from Providence, and George Wiley, recently retired, met. Madonna took the lead at the start, with Carman second and Chapman third. That is the way they went through the race and that is the way they finished. Wiley showed that he was in no condition to combat the three "bears" and he got all clawed up, George being a couple of miles back at the finish. The race was a fast one and Madonna, who won, beat the old track record by going in 27:48⅗.

A second motor-paced race, a handicap affair, was at 25 miles, with Frank Corry, the Australian, on scratch. Larry Gaffney, of Brooklyn, was given a sixth-mile; Brask Andersen, Denmark, a third-mile; Vincent Markey, Passaic, a half-mile, and Frank Keenan, Revere, two-thirds mile. The handicaps proved to be too much for Corry and the best he could do was to finish third, Keenan winning with Andersen second. Gaffney was fourth and Markey fifth in 36:05 1-5.

Pierre Sergent, the Frenchman, made his last appearance in a match with Frank Cavanagh, the "Behemoth of Cycling." Pierre, who departed for that dear Paris on Wednesday, October 4, defeated Cavanagh in two straight heats.

A return match between Harris Barnaby, champion of Yonkers and a member of the Acme Wheelmen, and Philip Gries, or "Socks" or "Spark Plug," went to the latter in straight heats. "Socks" or "Spark Plug" showed a great improvement over his last match, and after winning Philip did a "tour of honor."

During the afternoon detectives of the Forty-second Precinct served Cyclist Gaffney, Pacemaker Miller, George Young, Peter Coleman and Jim McCaffery, employees, summonses for violation of Section 2145 of the Penal Code, pertaining to the breaking of the Sabbath.

Summaries:

Two-Third-Mile Open, Amateur—Won by Louis Benazatto; second, E. C. Bendi; third, A. Valenti. Time, 1:31 4/5.

Two-Mile Handicap, Amateur—Won by E. C. Bendi, scratch; second, George Cameron, Jr., 250 yards; third, Otto Eisele, 200 yards; fourth, Louis Benazatto, scratch. Time, 4:06 2/5.

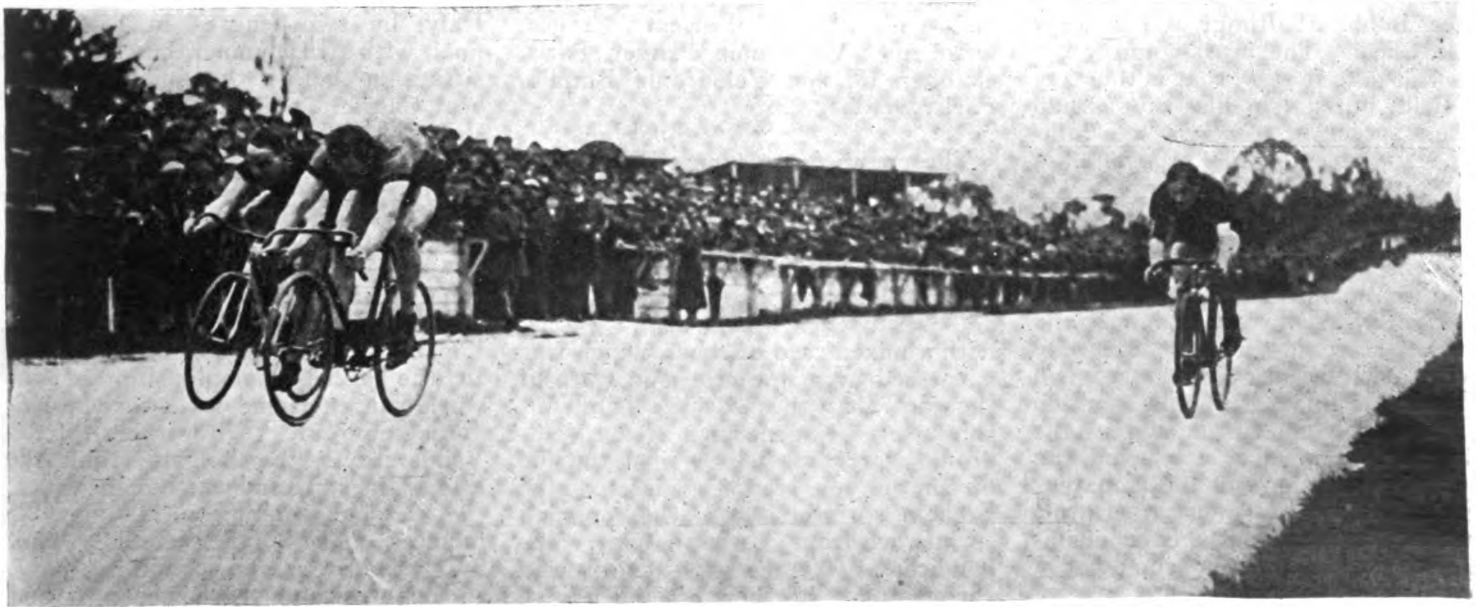
One-Mile Novice—Won by Tom Whittard; second, Charles Reibach. Time, 2:22 2/5.

WHAT HO, ANOTHER ONE!

ALL that the bicycle anklers of cash-chasing tendencies can do nowadays is ride long team races. That is the only races available for them, because that is all the promoters can think of these days. Another 62½-mile team race was put on at the Newark Velodrome Sunday, October 1, and Alfred Goullet and Orlando Piani won at the Newark track with a total of 128 points. Second place went to Fred Hill and Cecil Walker, who had 69 points, while third place was accounted for by Reggie McNamara and Alec McBeath with 64 points. Eddie Madden and Willie Hanley, 29 points, were fourth. Fifth place was tied between Charles Jaeger and Bobby Walthour, and Percy Lawrence and Lloyd Thomas, each having 22 points. Another tie was noted when Charley Osterritter and Fred Taylor and Willie Spencer and Hans Ohrt each scored 21 points. The time for the race was 2 hours 20 minutes and 57⅗ seconds.

Alfred Grenda was unable to start on account of injuring his ankle in an automobile accident. The conditions of the race were similar to other races run in the past few weeks, sprints at each two miles with 7, 3, 2 and 1 being scored for the first four in each sprint and 25, 15, 10 and 5 points going to the first four of the leaders at the finish. The order of finish in each sprint follows:

Miles.
2—Goullet, Eaton, Keller, Hill.
4—A. Spencer, Walker, Clark, Weber.
6—McNamara, W. Spencer, Hill, Keller.
8—Piani, Osterritter, McBeath, Madden.
10—Goullet, Taylor, F. Spencer, Thomas.
12—Walthour, Walker, Beckman, McBeath.
14—McNamara, Jaeger, Hill, Papworth.
16—Walker, Madden, McBeath, Piani.
18—Goullet, Taylor, Keller, Hill.
20—Piani, Osterritter, McBeath, Gastman.
22—Goullet, Thomas, Hanley, Jaeger.
24—Walker, Weber, Walthour, A. Spencer.
26—Goullet, Hanley, Hill, Keller.
28—McNamara, Madden, Walker, Beckman.
30—F. Spencer, Goullet, Hill, Thomas.
32—Piani, W. Spencer, Papworth, Walker.
34—Smith, Hill, Hanley, Bartell.
36—Walker, Papworth, Walthour, Lawrence.
38—Thomas, Goullet, Smith, Hill.
40—McNamara, Papworth, Walker, Piani.
42—Goullet, Gastman, McBeath, Jaeger.
44—Piani, Madden, Osterritter, Eaton.
46—W. Spencer, Keller, McBeath, Smith.
48—McNamara, A. Spencer, Papworth, Walthour.
52—Thomas, Osterritter, Walthour, Piani.
54—Goullet, Jaeger, Hill, Hanley.
56—McBeath, Walker, Madden, Weber.
58—Goullet, Hanley, Taylor, W. Spencer.
60—W. Spencer, Piani, A. Spencer, Madden.
62½—Goullet, Hill, McNamara, Hanley.
50—Goullet, Hill, Thomas, McBeath.



The above photo shows Peter Moeskops, Holland, winning the world's championship at the Velodrome Parc des Princes, Paris, from Bob Spears, Australia, at his right, and Alois Degraeve, Belgium, near the pole. Pete certainly threw the hooks out in his dash to the tape and he was using up more than his share of the track.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

IT is hard to stay retired in the cycle racing game. 'Frinstance, take George Wiley. After auctioning off his stuff and retiring in August he decided that he could still beat some of 'em at following the motors.

* * *

A reception and dance in honor of Carl Hambacher, who won the 1922 road championship of these Dry United States, will be given by the Bay View Wheelmen, of which club Carl is a member, on Saturday evening, October 7, at the club house, 380 South Sixth street, Newark.

* * *

Alfred Goullet, Reggie McNamara, Alfred Grenda, Eddie Madden and Willie Coburn are riders that are desired for European six-day riders by the across-the-water promoters, according to information received this week. Boys, page the booking agent!

* * *

Hans Ohrt, the Coast cyclist, has beaten the other riders who have been racing in the Effete East to a job. Hans is now announcing his affiliation with "Barney" Richter, the caterer, of East Orange, N. J. Hans will manage the place and he began his duties October 1.

* * *

Worth L. Mitten, the Davenport pilot, will leave for the Chicago six-day race with his overland charges on Saturday, October 14. Mitten will go via the Lincoln Highway and in his party will be Willie Grimm, 1922 amateur champ, Sam Gastman, Fred Spencer, Anthony Beckman, Charley Jaeger, Bobby Walthour and possibly Jackie Clark. The cross-country cyclists will take it easy, that is they say they will, but a trip like that would not be a success if there was no "jamming," so look for the reports of a "jam" or two on the hills.

* * *

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An all-bicycle race meet will be staged at the 13th Regiment Armory, Brooklyn, N. Y., by the Long Island Grotto, Masonic order, Saturday evening, October 21. The races will be made up of a half-mile scratch race, a mile handicap and a ten-mile team race. The races are being run under the sanction of the Amateur Bicycle League of America. Harold Lightfine, a former flat floor champion, has decided to do a "come back" and will ride at the meet.

* * *

The "Criterium of Aces," a single paced race reserved for riders who have finished first, second or third in a big road race this season, was run around the Longchamps race course just outside of Paris, Saturday, September 16. Rene Vermandel, the Belgian, won the race, which took the riders around the famed "Style Grounds" of Paris, about 27 times. Jean Alavoine, France, was second, and Romain Bellenger, France, third. Other to finish were Charles Deruyter, Belgium, fourth; Phillip Thys, Belgium, fifth; Emil Aerts, Belgium, sixth; Robert Grassin, France, seventh; Oscar Egg, eighth. Maurice Brocco was thirteenth. The distance covered was 62.13 miles and the time was 2 hours, 24 minutes and 21 seconds.

* * *

Ernest Ohrt is doing well in Europe. The Coast ankler writes that while he was racing in Warsaw, Poland, he won three races, two sprint and a team race with Thorwald Ellegaard, the Dane. Ernest says that the riders in Poland are quite good, but all are rich and amateurs or semi-pros. Many are millionaires (in Polish marks) and a very fine club supports the race track there. The track is good and is a modern course. The club house adjoining the track is equipped with a gymnasium of the highest type along with two dance halls and card rooms. It also has a dining room. Ohrt says he will ride the six-day races in Berlin, Ghent and Brussels, Belgium, and also Paris. He is taking a vacation now and will ride at Lorient, France, October 8; Velodrome d'Hiver, Paris, October 15, and Velodrome Buffalo, Paris, October 22.

* * *

The new Velodrome Buffalo in Paris, where Battling Siki, the dusky-hued Senegalese, swatted Georges Carpentier, "Georges the Beautiful," and thereby lost loquacious Monsieur Deschamps a perfectly fine meal ticket, was opened on Sunday, Sept. 17, with a mixed card of races, which was witnessed by a fine crowd in spite of the fact that the world's championships were being decided at the Velodrome Parc des Princes just outside of the city. Jean Devoissoux, the French sprinter, won the opening sprint race from Costet and Gey. The handicap at 600 meters went to Lucien Jacquelin, a brother of the famed Edmund, while a 100-kilometer (62.13 miles) individual point race went to Honore Barthelemy, the Parisian, who scored 69 points. Phillip Thys, Belgium, was second with 64 points, and Henry Suter, Swiss, was third with 57 points. Arthur Vanderstuyft, a brother of Leon, who won the paced championship at the rival track, did ten kilometers (6.21 miles) back of the motors in 7:35, which was at an average of about 90 kilometers (55.9 miles) in the hour. Edward Luycken, a motorcyclist, did five kilometers (3.1 miles) in 3:08 3/5, which was about 62 miles in the hour.

* * *

If photographs do not lie as the claim has been made then Peter Moeskops, the Hollander, had no easy task to win the world's sprint championship when the title race was finally decided at the Velodrome Parc des Princes, near Paris, on Sunday, September 17. Moeskops was credited with winning by a half-length. The photograph of the finish shows Peter winning by about that margin, but the snap (on page 31) also shows Moeskops running Spears out beyond the middle of the track. Alois Degraeve, the Belgian, third man in the final, is shown riding near the pole line, he being 1½ length back. There is so much daylight between Moeskops and Degraeve that it looks from the angle at which the picture was taken that Degraeve is about five lengths or more back. Moeskops probably started to run out from the pole when Spears attacked him 150 meters from home. Moeskops defeated Caesar Moretti, Italy, by two lengths in his semi-final, with A. Debunne, the third man, sitting up before the finish. Spears beat Gabriel Poulain, France, and Joe Van Bever, Belgium, Poulain being a half-length back. Van Bever was two lengths to the bad at the finish. Degraeve beat Bill Bailey, England, by a half-length in his semi-final, while Ernest Kauffman, the Swiss, was an equal distance back of Bailey. In a race reserved for pro. title sprinters Poulain beat Kauffman and Moretti. In the paced championship of the world run, the same day, over the 100-kilometer route (62.13 miles), Leon Vanderstuyft, the Belgian, took the lead at the start and was never headed, the Belgian winning in 1 hour, 25 minutes and 46 1/5 seconds. Paul Suter, the Swiss, ran second in 1 hour, 26 minutes and 8 2/5 seconds, and Gustave Ganay, the Frenchman, was third in 1 hour, 26 minutes and 32 2/5 seconds.

GOULLET AND PIANI AGAIN

ALFRED GOULLET and Orlando Piani again came home the winners in a long team race. It has to be a habit with them. Another victory scored by this team was at the New York Velodrome, Friday night, September 29, in a 62½-mile team race in which 25 teams started.

The conditions called for a sprint every two miles with seven points to the winner; three for second; two for third and one for fourth. In the last sprint first place counted 25 points to 15 for second, ten for third and five for fourth.

During the race 31 sprints were contested. Willie Spencer won 2; Anthony Beckman, 1; Cecil Walker, 1; Fred Hill, 2; Clif Papworth, 1; Alec McBeath, 1; Orlando Piani, 1; Frank Depanni, 1; Alfred Grenda, 4; Jackie Clark, 2; Alfred Goullet, 8; Eddie Madden, 1; Tommy Smith, 1; Harry Horan, 1; Felix Patti, 1; Bobby Walthour, 1; Fred Weber, 1, and Percy Lawrence, 1. The time was 2 hours, 18 minutes and 6⅕ seconds.

The final standing was as follows: Goullet and Piani, 96 points; Cecil Walker and Alfred Grenda, 66; Fred Hill and Clif Papworth, 47; Eddie Madden and Willie Hanley, 43; Reggie McNamara and Alec McBeath, 26; Bobby Walthour and Charles Jaeger, and Fred Weber and Larry Gaffney, 22 each; Jackie Clark and Ray Eaton, 21. The finish in each sprint follows:

Miles
2—W. Spencer, McBeath, Goullet, Keller.
4—Beckman, Grenda, Young, Lands.
6—C. Walker, Papworth, McBeath, Keller.
8—Hill, Jaeger, Weber, Young.
10—Papworth, Drobach, C. Walker, Walthour.
12—Hill, Weber, Beckman, Jaeger.
14—McBeath, Osterritter, Goullet, Hanley.
16—Piani, Hill, Clark, Madden.
18—Depanni, Papworth, Eaton, Drobach.
20—W. Spencer, Taylor, McNamara, Keller.
22—Grenda, C. Walker, Gaffney, McBeath.
24—Clark, Piani, F. Spencer, Gastman.
26—Goullet, Papworth, Thomas, Coburn.
28—Grenda, Hill, Taylor, Walthour.
30—Goullet, Gaffney, Hanley, McBeath.
32—Madden, Hill, Weber, McNamara.
34—Goullet, Hanley, C. Walker, Eaton.
36—Grenda, Taylor, W. Spencer, Hill.
38—Smith, G. Walker, Jaeger, Hill.
40—Horan, McNamara, Grenda, Keller.
42—Patti, Goullet, Madden, McBeath.
44—Grenda, Madden, Piani, Young.
46—Goullet, McBeath, Clark, Jaeger.
48—Walthour, Keller, Weber, Hill.
50—Goullet, C. Walker, Lawrence, Jaeger.
52—Goullet, McNamara, Madden, Kopsky.
54—Goullet, C. Walker, Hanley, Gaffney.
56—Weber, Walthour, Osterritter, Piani.
58—Lawrence, Madden, Goullet, Weber.
60—Clark, C. Walker, Jaeger, Walthour.
62½—Goullet, Madden, Grenda, Hill.

TEAMS FOR CHICAGO "GRIND"

SOME of the teams have already been formed for the six-day race that will start in Chicago late this month. Alfred Goullet, it is said, will take Ernest Kockler, the Chicago milkman, through the race, while Alfred Grenda will team with Carl Stockholm, the localite. Willie Coburn and David Lands, who won one race in Chicago, will again team.

Other teams that are in the "works" are Fred Spencer and Anthony Beckman, Spiessens and Buysse, Belgians; Joe Kopsky and Tom Bello, and Fred Hill and Frank Corry. Sam Gastman, Willie Grimm, and other ambitious youngsters went in for the Windy City contest.

THE MOTOR-PACED TABLE

TWENTY - EIGHT riders have scored points in the paced table kept by MOTORCYCLE AND BICYCLE ILLUSTRATED. George Chapman, the champion, is leading with 198 points, George being 5½ points ahead of Clarence Carman. Vincent Madonna, the Providence Italian, is third with 162½ points, while Victor Linart, the Belgian, who is now on his way home, is fourth with 147 points. The standing up to and including Sunday, October 1, follows:

Rider.	1st.	2d.	3d.	4th.	Pts.
George Chapman...	28	11	12	1	198
Clarence Carman**.	23	15½	11	8	192½
Vincent Madonna**.	18	17½	7	5	162½
Victor Linart*.....	15½	14	8	6	143
Frank Corry*......	9½	21	8	1	129
Jules Miquel.......	11	9	10	9	111
Charles Verkeyn...	7	8	14	7	94
George Wiley......	7	9	8	6	84
Frank Keenan.....	8	4	5	3	65
Vincent Markey....	5	4	5	2	49
Larry Gaffney......	4	3	2	4	37
George Colombatto.	1	5	4	6	34
George Seres.......	2	5	3	1	32
Brask Andersen....	2	3	4	4	31
Manuel Nunes......	5	1	1	0	30
Willie Appelhans...	1	5	2	5	29
Jackie Clark......	0	5	4	2	25
Percy Lawrence....	2	2	2	0	20
Willie Keller.......	2	1	1	2	17
Worth Mitten......	0	2	3	3	15
Joe Reeber.........	1	2	0	0	11
L. Marcella.........	1	1	0	2	10
Ralph Spiers.......	0	2	1	2	10
Archie Villa........	0	2	2	0	10
Willie Upton.......	0	0	1	0	2
Humber Norantonio.	0	0	1	0	2
Rudolph Blomstrom.	0	0	0	1	1
Felix Patti.........	0	0	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.

* Linart and Corry rode to a tie at New Bedford, May 9. Points for first and second (8) were divided between them.

** Carman and Madonna rode to a tie for second at New York, August 18. Points for second and third (5) were divided between them.

LONG TRIP WITH ORDINARY

William Meehan, who left Indianapolis Sunday, September 24, on a high wheel to attend the opening of the American Electric Railway Association convention at Chicago, arrived at the latter city on the night of October 1 after a 240-mile trip. Save for the fact that he lost 23 pounds in weight, fell four times from his 57-inch seat elevation, walked 20 miles through fresh gravel, and caused several horses to try to climb trees, the trip was without incident.

BICYCLE COMES BACK

Another bicycle craze is coming, makers say at their convention in Atlantic City.

About 500,000 "bikes" have been sold in the last year. And manufacturers expect their business to double. They cut their retail prices an average of 40 per cent., bound to be a trade stimulant.

Bicycle riding is excellent exercise, something that cannot be said of autoing—except when the car breaks down.—Aurora, Ill., Beacon-News.

NEW CLUB IN SAGINAW

APPROXIMATELY 150 boys competed for prizes in the bicycle races given by the recently organized Saginaw Bicycle Club on Children's Day at the Saginaw County Fair. At 9 a. m. the riders formed at Court House Square and paraded through the west and east side business districts to the half-mile dirt oval at the Fair Grounds. Unicycles, six-footers, tandems and wooden boneshakers of the early "sixties" ridden by clowns, farmers and comical characters of every description were sprinkled through the parade and attracted much attention from the business district crowds.

Immediately upon the arrival of the parade at the Fair Grounds the races were started, and the seven dealers, with an equal number of local "Y" men, put the events over without a hitch. The track was muddy, which condition slowed up the races considerably.

One-Mile, Open—Cecil Barnett, first; A. Buckler, second; Hubert Schuette, third; Julius Worth, fourth; L. Burgess, fifth; Willard Walsh, sixth.

Quarter-Mile, Girls—R. Denion, first; J. Pitts, second.

Quarter-Mile, Boys Under 12 Years—A. Beaulieu, first; Lloyd Bishop, second; John West, third; Donald Sleamon, fourth; H. Tremain, fifth; S. Meincke, sixth.

One-Mile, Boys 15 Years and Under—Frank Betchler, first; Albert Daschner, second; Mascell McMullen, third; Nanting, fourth; R. Reimus, fifth; Herbert Adonis, sixth.

Half-Mile, Open—Julius Worth, first; Cecil Barnett, second; L. Burgess, third; Russell Reimus, fourth; Edward Hoffman, fifth; Vincent Andus, sixth.

Half-Mile, Boys 15 and Under—Joe Cherry, first; Floyd Hach, second; Roland Osmond, third; Bernie Stelter, fourth; Albert Daschner, fifth; Gridley, sixth.

Two-Mile, Open—Emil Kiolek, first; Vincent Andus, second; Anthony Miller, third; Nantwig, fourth; Julius Worth, fifth; R. Strong, sixth.

Slow Race—Frank Butold, first; John Lewis, second; Floyd Brown, third; Donald Leamon, fourth; Floyd Hach, fifth.

Consolation Race—J. Auburn, first; Wellington Walsh, second; Burnell Latoski, third; "55", fourth; Paul Ryan, fifth; J. Noble, sixth.

Winners of the stunt prizes were:

Best decorated bicycle—Norman Betcher, first; Jennie Denton, second.

Youngest Boy on Wheel—Clarence Frank, six years old.

Oldest Man on Wheel—M. C. Cline, 78 years old

Most Comical—Earl Ormond, first; John Luth, second.

Free Bicycle Draw—Edward Alderton.

Winners of Point Contest—Cecil Barnett, first, nine points; Julius Worth, second, eight points; Albert Dashner, third, five points.

RACING IN PANAMA ZONE

HAROLD HOLLIS was the star performer in a series of races run at Isthmian Park, Panama, recently. Hollis won all the events in which he competed. Summaries:

Half-Mile—Won by Harold Hollis; second, Icah Schloss. Time, 1:10 2/5.

Half-Mile Handicap for Heavy Service Bicycles—Won by E. Agard; second, A. Lewis. Time, 1:26 3/5.

Three-Lap Boys'—Won by Carlton Morrell; second, E. Plunkett. Time, 1:39.

One-Mile—Won by Harold Hollis; second, Cecil Abrahams. Time, 2:30 1/5.

One-and-a-Half-Mile—Won by E. Snape; second, C. Bragg. Time, 4:37 2/5.

Five-Mile—Won by Harold Hollis; second, Cecil Abrahams; third, A. Taws. Time, 14:21 2/5.

One-and-a-Half-Mile Handicap — Won by Stephen Allen; second, C. Greaves. Time, 4:32 1/5.

Three-Mile Handicap—Won by Harold Hollis; second, C. W. Omphrey. Time, 8:13.

Nine-Mile—Won by Harold Hollis; second, Icah Schloss. Time, 25:35.

Among the Amateur Cyclists and Clubs

AICKELIN CLEANS THE CARD

New York City—Eugene Aickelin scored a clean sweep in the first three races in the series of six races to decide the championship of the Bronx County Wheelmen. The races were held over the Grand Concourse on Sunday morning, October 1, and twenty riders turned out for the events. In the half-mile Aickelin defeated William Stokes, Al Blechert and Fred Osterhammel in 1:40. In the five-mile "Gene" led Osterhammel, Stokes and Blechert over the line. The three-mile event was unpaced and "Gene" finished up his three miles in 7:34 2-5. Osterhammel did 7:36 4-5; Blechert, 7:51 4-5, and S. Orlando, 8:02 3-5.

The point standing figuring on a basis of five for first, three for second, two for third and one for fourth is as follows: Aickelin, 15 points; Osterhammel, 7; Stokes, 5; Blechert, 5; Orlando, 1.

The B. C. W., whose headquarters are at 2383 Jerome avenue, Bronx, are now completing arrangements for holding a set of three invitation races to be run on Sunday, October 15, Sunday, October 22 and Sunday, November 5, open to clubs in the Metropolitan district.

A list of 45 prizes has been received so far which will be apportioned so there will be at least ten place prizes in each race. Among the various prizes are two gold watches, ten pairs of tires, four handsome medals, racing saddles, a six-piece kitchen cutlery set, and various other prizes which are useful to the racing cyclist.

A handsome silver cup, suitably engraved, will be awarded to the club whose first four members in each race score the lowest number of points at the end of the three races, while the individual members of the club whose riders score the lowest number of points in the first four places will each receive a handsome medal as their personal prize.

The race Sunday will start promptly at 9 a. m. from in front of 383 Jerome avenue, Bronx (184th street), turn into the Grand Concourse at Fordham Road, up the Concourse into Jerome avenue, straight up Jerome avenue to Hartsdale, where they will turn back over the same course to the Grand Concourse and all the way down the Concourse to the finishing point at 163d street. This course measures approximately 28 miles. Entry fee, 50 cents each race, and post entries may be made. All riders must be registered with the Amateur Bicycle League of America, Inc. Registrations may be sent to A. R. Jacobson, chairman, Board of Control, 149 West 98th street, New York City.

Entries may be sent to and further information received from Frank Fay, 284 Third street, Jersey City, N. J., or D. J. McIntyre, 3156 Hull avenue, Bronx, New York City. This is the second series of these races, the first of which was a great success, and afforded considerable pleasure to the competitors.

BROTHER TEAM WINS RACE

Brooklyn, N. Y.—Willie and Maurice Pettinato made a runaway of the 30-mile bicycle team race held Sunday, October 1, under the auspices of the Italian-American Gymnastic Association at McCarren Park before a crowd of two thousand people. This team took first place with a total of 60 points. Teddy Pettinato and Pisciotta finished second with 40 points, and Roth and Bertolino took third honors with 28 points.

Maurice Pattinato was riding in the best form and in doing so helped his brother to take things easy and score more points than any other rider, winning six sprints, while his partner took two sprints and two seconds, being nipped at the line once by Pisciotta and another time by Roth who starred for their prospective teams. On November 5 the series of bicycle races will run. Summary:

Thirty-mile team race—Won by Willie and Maurice Pettinato, 60 points; T. Pettinato and J. Pisciotta, 40; Roth and Bertalino, 28; C. Frontana and J. Alfonso, 23; Seri and Taglarine, 18; Riggio and Milito, 10.

PHIL EILER A WINNER

Brooklyn, N. Y.—Philip Eiler, riding from the 1:30 mark, was the winner of the 25-mile handicap bicycle race held by the Empire City Wheelmen, Sunday, October 1, on the Ocean Parkway course. Eiler won in 1:03:43 2-5. Walter Anderson, 4:15, rode home in second place, pressing the winner hard at the finish. William Napier, the 42-year-old veteran cyclist, finished third from the 4:15 mark. Val Haarstick, 1:30, placed fourth, while Lucas Muller, 2:30, and Vincent Linfante, 4:45, came in for fifth and sixth honors. The race was the third of a series of seven races which are held annually to determine the winners of the six silver loving cups that are put up by the club. A field of thirty riders answered the starters' call and, owing to the fast pace set by the leaders in the earlier part of the race, half that number were eliminated, with only fifteen riders completing the full distance. The scratch men were the victims of too much handicap and finished far in the ruck and could not even place for fast-time honors.

With three races already run, the point standing is as follows: William Napier, 10; Lucas Muller, 10; W. Heichel, 7; George Hess, 6; Phil. Eiler, 6; W. Anderson, 5; Ed. Boehmer, 5; V. Haarstick, 4; V. Linfante, 3; H. Lightfine, 3; W. Olafson, 3; J. Farina, 1.

Points are scored on a basis of 6 for first, 5 for second, 4 for third, 3 for fourth, 2 for fifth and 1 for sixth.

Next Sunday will find the riders struggling for points in the one and 10-mile handicap races.

BENAZATTO IS U. S. I. CHAMPION

New York City—The races to decide the champion of the Unione Sportiva Italiana were finished Sunday, October 1, with the running of the one-quarter mile sprint and the five-mile unpaced on the Harlem Speedway. L. Benazzato and Al Valenti were the individual winners. L. Benazzato accounted for the unpaced race and Al Valenti romped away with first place in the sprint race and took second honors in the unpaced event.

The quarter-mile sprint looked like a sure win for E. C. Bendi, but Al Valenti came on with a wonderful sprint and just nipped Bendi at the tape. A. Benazzato was third and L. Benazzato fourth. In the unpaced race L. Benazzato did the five miles in 12:39 4-5. Valenti, 13:03, was second.

Before these races the point standing was: L. Benazzato, 13 points; E. C. Bendi and A. Benazzato, 6 each; Volpe, 5, and A. Valenti, 3, and it looked as though L. Benazzato, Bendi and A. Benazzato would finish in that order, but Al Valenti scored eight points in the last two races and tied Bendi for second place, which necessitated running a match race to decide the tie. The distance of the match was one mile and with about one-quarter mile to go Valenti jumped away with a big lead, but Bendi gave chase and just won at the line. Results:

One-Quarter-Mile—Won by A. Valenti, E. C. Bendi, second; A. Benazzato, third; L. Benazzato, fourth. Time, 28 seconds.

Five-Mile Unpaced—L. Benazzato, first, time, 12:39 4/5; A. Valenti, second, time, 13:03; E. C. Bendi, third, time, 13:08; A. Benazzato, fourth, time, 13:10.

Final Point Standing

	¼-M.	⅓-M.	½-M.	1-M.	5-M.Up.	Pts.
L. Benazzato.	1	3	5	5	5	19
E. C. Bendi...	3	1	3	2	2	11
A. Valenti....	5			3	3	11
A. Benazzato..	2	5	1		1	9
T. Volpe......		2	2	1		

HOW C. R. C. A. RIDERS STAND

New York City—The standing in the Century Road Club Association's "cork" race competitions, ending September 30, follows:

Five-Mile Handicap—Bert Marquart, 34 points; H. Curley, 20; Harry Haller and William Canfield, 16 each; H. Wagner, 15; J. Viana and J. Burns, 13 each; L. Grace, 9; H. Bonifero, W. Knecht, F. Fox and Jack Silver, 8 each; I. Savadkin, 7; J. Moccio and E. Umgetler, 5 each; L. Girard, 4; A. Anderson and F. Blodel, 3 each; J. Ramsdorf, 1.

Three-Mile Class B Handicap—Charles Garin, Jr., 20; R. Lesch, 13; H. Heldman, 12; J. Viana, 11; F. Werler, 7; J. Moccio, 6; I. Savadkin, 5; H. Bonifer, 3; Harry Haller, I. Desimone and S. Keeter, 2 each; J. Spagnola, J. Ramsdorf and I. Goldstein, 1 each.

One-Mile Class A Sprint—Bert Marquart, 37, H. Curley, 18; J. Silber and William Canfield, 13 each; L. Grace, 7; H. Wagner, 5; A. Anderson and F. Fox, 2 each; W. Knecht and L. Girard, 1 each.

The championships of the division will be held on Sunday, October 8, and Sunday, October 15. The annual two-hour team race will be held late in October or early in November. The association has moved with the Morningside A. C. to the new quarters at 438 West 125th St.

KLEINHANS IS COUNTY CHAMPION

Rochester, N. Y.—Gene Kleinhans won the Monroe County bicycle championship held here on September 30. Kleinhans scored 37 points to 28 for Emil Brakevelt, 22 for Herbert Day and 18 for Stanley Nelson. The time was 15:54.

Emil Brakevelt won a 2½-mile miss-and-out race from Stanley Nelson, Herbert Day and Edward Rizzo. The time was 7:19 4-5. The bicycle events also included a special race between Master E. J. Carroll, 8 years of age, riding a 7½-inch frame bicycle, and Emil Mielke, who rode a regulation bicycle with sprockets reversed. Master Carroll won in an eighth of a mile dash. Anson Groth did a mile in 2:18 2-5, paced by his brother, Archie, on a motorcycle.

EDWARD BAER IS A BEAR

New York City—The Acme Wheelmen held their weekly handicap club race Sunday, October 1, over the Mosholu Parkway Course. A large field turned out for the race. The individual honors went to Edward Baer, who, starting from the 2:30 mark, led home the field in the good time of 27:15. In a spirited sprint he led home Charles Boehm, who had a minute start on him. They worked together, taking advantage of their handicap, and were aided by Louis Koch, who finished third, but was not able to stay with the leaders on the last lap, Koch finishing ten seconds behind the winner. The fast time honors went to Theodore Schliesman, from scratch. He placed fourth and covered the course in 25:03. Arthur Lane secured the fifth place for points.

The series, which has not very far to go, is creating great interest among the riders, as there are at least ten men who can still win the gold medal for first place the points are so close. In the fast time points Theod. Schliesman is being closely followed by his brother Hugo, who is only 5 points behind, there being gold, silver and bronze medals up as prizes. The finish is as follows:

Pos.	Rider.	Hdcp.	Time.
1	Edward Baer	2:30	27:15
2	Chas. Boehm	3:30	28:15 1-5
3	Louis Koch	2:30	27:25
4	Theod. Schliesman ...	Scr.	25: 3
5	Art. Lane	1:30	26:33 1-5
6	David Corbett	1:30	26:33 2-5
7	Robert McConaghy ...	Scr.	25: 4
8	Hugo Schliesman.....	Scr.	25:12
9	Salv. Grasso	1:30	26:42 1-5
10	Wm. Schliesman.....	3:30	28:55

On Sunday, October 8, the annual two-hour team race will be held on Mosholu Parkway by the club. The race will start promptly at 9 a. m. Ten fast and evenly matched teams will start. Handsome prizes will be awarded to those securing the most points in sprints. Sprints will be held every three miles for the first hour and a half; in the last half-hour a sprint will be held every mile. Special sprint prizes will also be contested for. The Class A and the Class B men will compose the teams, one from each class composing the team. It is the intention of the officials to offer special prizes to try and make the field go after the record of 44 miles.

C. R. C. OF A. HOLD TEAM RACE

Jersey City, N. J.—The Century Road Club of America held a four-hour team race on Pershing Field, Sunday, October 1, with nine teams starting. The teams with the first-named rider starting were as follows: C. Winter and A. L. Everard, G. O'Shaughnessy and E. Perry; Joe and Dan Rawlins, N. Smith and C. Hansen; M. Konsker and A. Bourne; T. Bigna and H. Winter; H. Hintze and P. Shusztek; H. Felsing and C. Sutter and H. Brodofsky and A. Cooper.

The first sprint was at the half-hour mark with O'Shaugnessy beating Smith and Winter. Sprints were held each half-hour until the last half-hour. During the final 30 minutes a sprint was held every mile with 10, 5, 3, 2 and 1 points being credited to the riders. Previous sprints counted 6, 4, 3, 2 and 1. At the start of the sprint-every-mile period the leaders were Winter-Everard, 29; O'Shaughessy-Perry, 25, and Rawlins-Rawlins, 14. Eleven sprints were contested in the last half-hour. C. Winter took 4; O'Shaughnessy, 3; Everard, 2, and Joe Rawlins. The first was a dead heat between Winter and Joe Rawlins. Special sprints, 12 in number, were taken by Everard, 5; C. Winter, 3; Perry, 2, and Joe Rawlins and H. Winter, 1 each. The final standing follows: C. Winter-Everard, 104 1/2; O'Shaugnessy-Perry, 85; Rawlins Brothers, 52 1/2; Smith-Hansen, 29; Hintze-Shusztek, 20; Felsing-Sutter, 18; Brodofsky-Cooper, 8; Konsker-Bourne and Bigna-H. Winter, 2 each. Seventy-six miles was covered in the four hours.

RACING AT CANADA'S CONVENTION

London, Ont.—An outdoor feature of the sixth annual convention of the Canadian Bicycle Dealers Association at London, Ontario, on September 28, was a 10-mile handicap bicycle road race. The winner of the first place prize, a bicycle, was Fred Riches, Stratford, a 20-year-old comer. This was his third bicycle race. He enjoyed an eight-minute handicap allowance. The first time-prize went to Bill Coles, of London, who recently captured the 10-mile Canadian championship at Ottawa. The result: (1) F. Riches, Stratford, 31:25; (2) G. Davies, 25:25; (3) W. Heskett, 30:26; (4) F. Flarety, 32:26; (5) N. Tucker, 33:57; (6) A. Ellyatt, 38:16; (7) C. Henshaw, 30:56; (8) Joe Allen, 30:57; (9) W. J. Coles, scratch, 25:54; (10) Frank Brown, Toronto, scratch, 25:54 2/5; (11) Norman Webster, Toronto, scratch, 25:55.

Hartford "Old Guard" Hold Reunion

THE annual reunion of the "Old Guard" of the Hartford Wheel Club, of Hartford, Conn., at the Nathan Hale Inn, East Haddam, Conn., Saturday and Sunday, September 23 and 24, was a red letter event. It surpassed in all points of view any previous reunion the husky cyclers of the "eighties" have held since the scattered forces came together in 1914 and decided that the old club, which had triumphed so many times in the past, must be a living reality as long as a member survived.

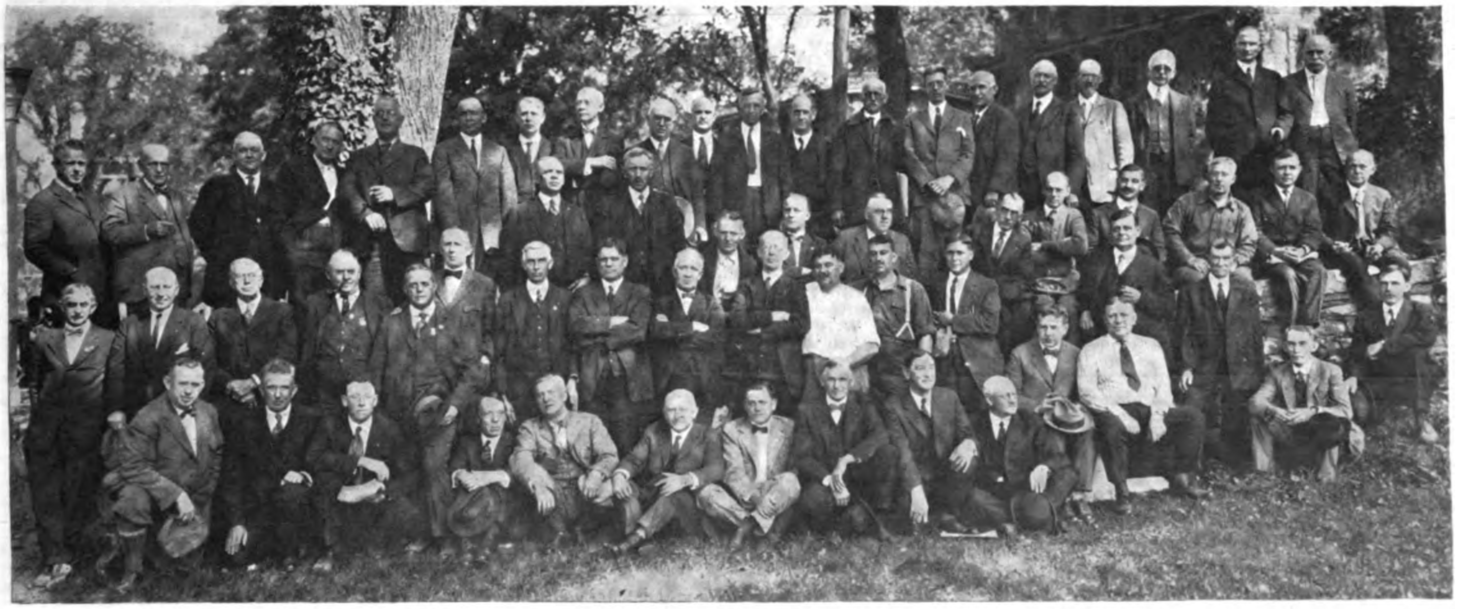
One of the important things that happened was the election of Theodore W. Laiman as president. It was "Ted" Laiman who, some thirty years ago, when one of the Hartford Wheel Club stars, was injured and the racing team minus a member at the Providence race meet, jumped into the breach and without any training assisted in bringing the beautiful silver loving cup to Hartford, which is now used in the "Old Guard's" annual reunion ceremonial. Mr. Laiman is imbued with the old wheel club spirit, and he imbues others with it. The dinner Saturday evening was an affair of real consequence, for it brought together men who were pioneers in bicycle manufacturing and bicycle racing, to say nothing of the coterie of racing champions. Prominent among the pioneers was A. Kennedy Child, of New York, who until twenty years ago was a resident of Hartford and for many years a member of the Hartford Wheel Club.

In the early days of wheeling Mr. Child was prominently identified with the bicycle trade—in both the United States and England. Later he was secretary of the group of manufacturers who formed the American Bicycle Company, the so-called trust. Mr. Child is a public speaker of note and a soul-stirring orator, as every one of the diners at the "Old Guard" dinner will attest. His "Message of Hope," a toast assigned to him without warning and without an opportunity to prepare a single word, was most inspiring and patriotic and had the wheel club "boys" on their feet. Another speaker who gripped the wheel club members was Lewis D. (Birdy) Munger, who raced with the best in his day and won national championships. Mr. Munger told of working in Detroit, when a youth, and of chumming with Henry Ford when the latter came to the city seeking a job. Mr. Ford, too, was a wheelman and a racer, but not prominent in that line. Mr. Munger told of building with his own hands within five days a complete bicycle that weighed but seven and one-half pounds—the lightest machine in the world and amply strong to sustain the weight of a rider of 200 pounds. He invented the demountable rim now used on every motor car and for which he has received no monetary benefit whatsoever, but he has faith that he will receive a just reward from his invention.

W. J. (Senator) Morgan, of Newark, N. J., the promoter of a thousand race meets on both sides of the water and the real father of racing, a track as well as a six-day champion, told of glories of the past as only a past master can. Mr. Morgan managed such racing men of renown as Rowe, Temple, Prince, Woodside and many others. He often would introduce champions to vast audiences and then go into the race and beat them. Mr. Morgan and Mr. Munger were made honorary members of the club. Other speakers who added greatly to the enjoyment of the reunion were Lucius H. Elmer, David J. Post, Joseph Goodman, George C. Dresser, Leon P. Broadhurst, Samuel S. Chamberlain, Howard E. Bidwell and Howard H. Smith.

Mr. Smith, who was the "highly respectable" member of the club thirty or more years ago, made the most felicitous talk of the evening. He left his business in Syracuse, N. Y., to be with the old boys and he hopes to repeat each year for a century to come. Tributes were paid to the prowess and sportsmanship of such wheel club stars as Ludwig Forster, William Harding, Robert Alexander, Fred Reid and Frank Cadwell.

Mr. Reid and Mr. Alexander hold the distinction of being the only wheelmen who have covered sections of six different States in one day. They performed the feat in the 90's, covering Vermont, New Hampshire, Massachusetts, Connecticut, New York and New Jersey. Letters of regret and greetings were re-



With the Hartford "Old Guard" on their annual reunion. Front row, left to right: John Sill, Geo. C. Dresser, Ernest J. Hoskins, W. J. (Senator) Morgan, A. Kennedy Child, Lucius H. Elmer, Leon P. Broadhurst, Joe B. Spencer, Henry H. Chapman, John E. Leitz, Everett C. Willson, Theo. W. Laiman, Edw. H. Rathbun, Hugo Patz. Second row, standing, left to right: Wm. A. Shew, Edwin Aishberg, Lewis D (Birdy) Munger, Theo. Dickinson, Edw. M. Thompson, Richd. W. Delamater, Henry J. Cudworth, Robt. M. Alexander, Wm. Harding, Ezra F. Bates, Louis S. Main, Arthur B. Smith, Jas. H. Lucas, John Ostrander, Carlisle C. Cook. Third row, left to right: Wm. H. Barnard, Ludwig Forster, Jos. Horsman, Harry Starkie, Haydon R. Lathrop, John C. Joyce, Jos. L. Cook, Harry C. Proctor, Wm. Starkie, McL. H. Owens, Chas. W. Sponsel. Back row, left to right: Alfred B. Pimm, Chas. E. Ripley, Wm. A. Hines, Fred T. Reid, Edw. P. Groesbeck, Edw. W. Heyer, Alex Smith, Howard H. Smith, Sam'l S. Chamberlain, Fred N. Tilton, Ben J. Parker, David J. Post, Albert A. Forbes, J. Howard Seymour, Emil Ott, Howard E. Bidwell, Geo. A. Cairnes, Jas. J. Grace, Frank D. Hatch, Harry K. Lee.

ceived from Edward A. De Blais, Charles H. Wood, Edward C. Bald, George M. Hendee and William A. Rowe.

Officers for 1922-23 were elected as follows: President, Theodore W. Laiman; First Vice-President, Henry H. Chapman; Second Vice-President, Wm. H. Talcott; Third Vice-President, Lucius H. Elmer; Secretary-Treasurer, James H. Lucas. Board of Governors—James J. Grace, Joseph Goodman, Harry K. Lee, Wm. Harding, John Sill, Ludwig Forster, Edwin Aishberg, Fred T. Reid, Arthur B. Smith, Leon P. Broadhurst, John H. Ostrander, Wilfred H. Dresser, Louis S. Main, Harry Starkie, Fred N. Tilton, John E. Leitz, Everett C. Willson.

The following members attended the reunion: Edwin Aishberg, Robert L. Alexander, Leon P. Broadhurst, Howard E. Bidwell, Wm. H. Barnard, Ezra F. Bates, Samuel S. Chamberlain, Carlisle C. Cook, Jos. L. Cook, Henry H. Chapman, A. Kennedy Child, Geo. A. Cairns, Henry J. Cudworth, Geo. C. Dresser, Theo. Dickinson, Richard W. Delamater, Lucius H. Elmer, Ludwig Forster, Albert A. Forbes, Jas. J. Grace, Edward P. Groesbeck, Jos. Goodman, Geo. P. Hurlburt, Wm. Harding, Jos. Horsman, Wm. A. Hines, Frank D. Hatch, Ernest J. Haskins, Edward W. Heyer, John C. Joyce, Jas. H. Lucas, Harry K. Lee, Theo. W. Laiman, Haydon R. Lathrop, John E. Leitz, Louis T. Main, John H. Ostrander, Mcl. H. Owens, Emil Ott, Harry C. Proctor, Alfred B. Pimm, David J. Post, Hugo E. Patz, Ben J. Parker, Fred T. Reid, Edw. H. Rathburn, Chas. E. Ripley, J. Howard Seymour, Chas. W. Sponsel, Jos. B. Spencer, Harry Starkie, Wm. Starkie, Howard H. Smith, John Sill, Wm. A. Shew, Alex. Smith, Arthur B. Smith, Jas. H. Stannard, Edw. M. Thompson, Fred. N. Tilton, Walter L. Wakefield, Everett C. Willson and Ernest N. Waite.

CYCLING AT OLYMPIC GAMES

According to the program of the Olympic Games, to be held in Paris in 1924, the cycling events will be held from Wednesday, July 23, to Sunday, July 27.

EGG BREAKS OLD RECORD

Oscar Egg, the Swiss, broke the two-kilometer unpaced record of $2:40\frac{3}{5}$ by going $2:39\frac{1}{5}$. The distance, about $1\frac{1}{4}$ miles, was covered at the Lausanne, Switzerland, track on September 10.

PRICE TICKETS ON WINDOW DISPLAY

A FEW days ago two displays were put in one of the leading cities of New England—each of these displays was decidedly well arranged and while operated by different owners, the articles were almost the same. We decided to spend a little time watching the effect of each display. The first display stopped a large number of the curious and after looking interestingly into the windows many went into the store and made purchases. The second display also stopped many people but we noticed that in viewing the arrangement of material displayed in the window, they did so much after the fashion that a man would view a picture. They were taking a general view of everything in general and nothing in particular. Nobody went into the store to buy from the effect created by the window display. What was the difference? The first window had everything priced neatly and carried a card inviting the man on the street to come inside if the article required was not shown in the window. One window was working every minute for business,—the other was just a pretty decoration. One window carried customers into the store,—the other interested the prospects but scared them away.—From Hendee Mfg. Co. "Contact Points."

SPECIAL NOTICE

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

Of Motorcycle & Bicycle Illustrated, published weekly at New York, N. Y., for October 1, 1922.

State of New York }
County of New York } ss:

Before me, a Notary Public, in and for the State and county aforesaid, personally appeared W. H. PARSONS, who, having been duly sworn according to law, deposes and says that he is the Managing Editor of MOTORCYCLE & BICYCLE ILLUSTRATED, and that the following is to the best of his knowledge and belief a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by Act of August 24, 1912, embodied in Section 443, Postal Laws and Regulations, to wit:

1. That the names and addresses of the publisher, editors, managing editor and business manager are:

Publisher—Cycling Press, Inc., 912-920 Broadway, New York City.
Editors—W. H. Parsons, Walter A. Bardgett, 912-920 Broadway, New York, N. Y.
Managing Editor—W. H. Parsons, 912-920 Broadway, New York, N. Y.
Business Manager—David Meyers, 912-920 Broadway, New York, N. Y.

2. That the owners are:

Cycling Press, Inc., 912-920 Broadway, New York, N. Y.

That the stockholders owning or holding one per cent. or more of the total amount of stock of Cycling Press, Inc., are as follows: B. A. & C. P. Holding Corporation, Times Bldg., New York.

That the stockholders owning or holding one per cent. or more of the total stock of B. A. & C. P. Holding Corporation are as follows: Frank Meyers, 912-920 Broadway, New York; David Meyers, 912-920 Broadway, New York; W. H. Parsons, 912-920 Broadway, New York; W. A. Bardgett, 912-920 Broadway, New York; M & S. Meyers, Times Bldg., New York; George Meyers, 1196 First Ave., New York; Michael Miller, 794 St. Nicholas Ave., New York; S. Cowen, 20 E 97th St., New York; David L. Short, Columbus Ave. and Hancock St., Philadelphia, Pa.; G. Friedman, 627 Broadway, New York; A. Cowen & Son, 34 W. 35th St., New York; John J. Robbins, 317 W 93d St., New York.

3. That the known bondholders, mortgagees and other security holders owning or holding 1 per cent. or more of the total amount of bonds, morgtages, or other securities are: Harold N. Condict, 466 Main St., Orange, N. J.; Fred D. Porter, City Hall Sq. Bldg., Chicago, Ill.

4. That the two paragraphs next above, giving the names of the owners, stockholders and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest, direct or indirect in the said stocks, bonds or other securities than as so stated by him.

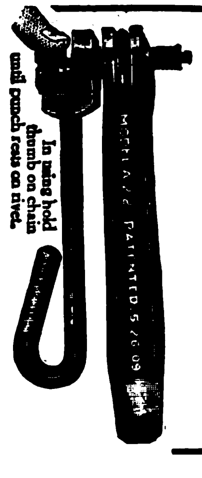
W. H. PARSONS, Managing Editor.

Sworn to and subscribed before me this 28th day of Sept., 1922.

HERMAN KINSLEE,
(Seal) Notary Public,
Bronx Co. Clerk No. 88, Reg. No. 194.
New York Co. Clerk No. 514, Reg. No 4026A.
My commission expires March 30, 1924.

THEY BEAT VOLSTEAD

Yes, Rollo, motorcycle racers used the dry skid long before prohibition.



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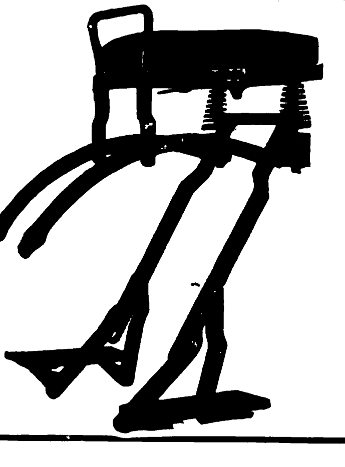

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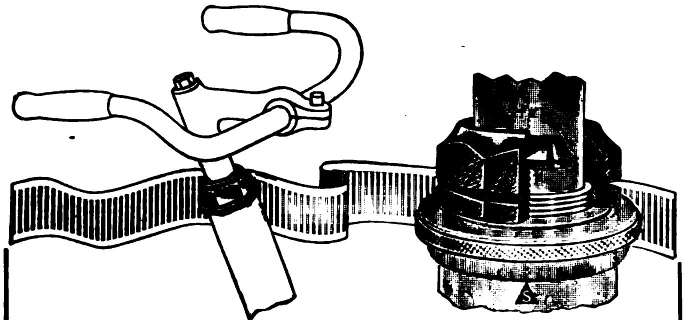

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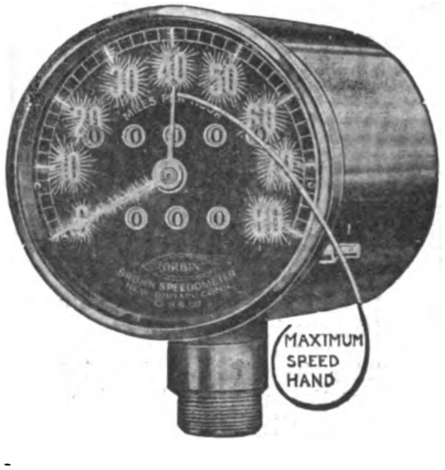

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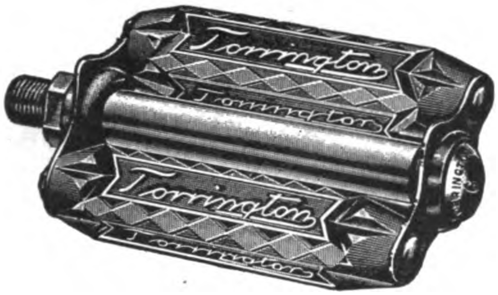
No. 6 *Torrington*



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PATENT APPLIED FOR

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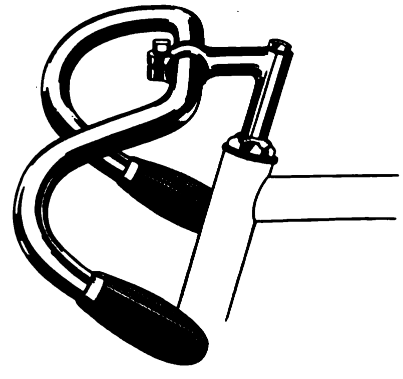

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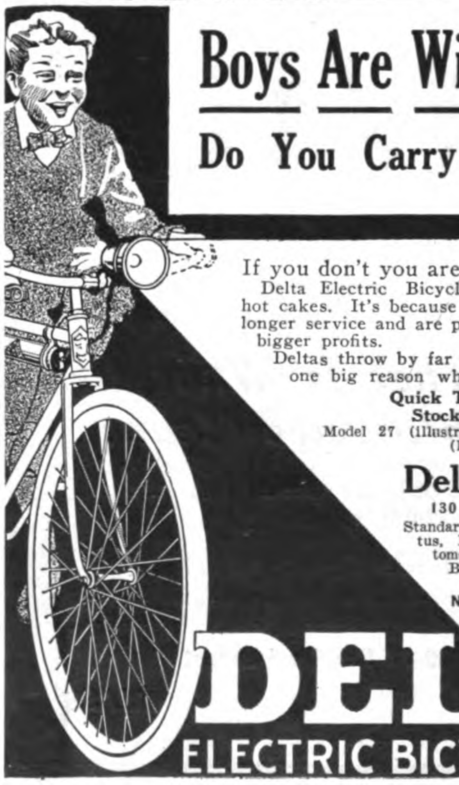

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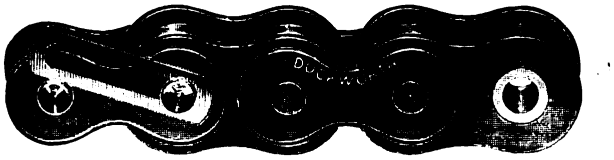

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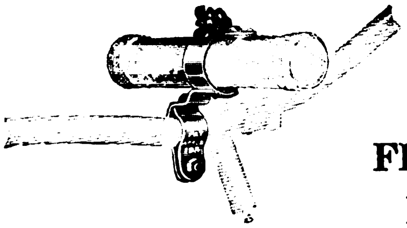

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is the most convenient attachment for carrying flashlights of practically any size, diameter, on bicycle handle bars.

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Fast becoming popular—comprise a Generator and Regulator used as a
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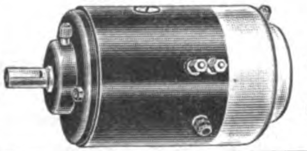

Capacity 6 or 10 Amps.
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Contingent Parts, Extra

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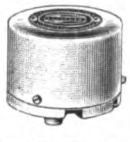
For Volts or Amperes
Price $7.50

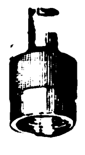


LOW SPEED—LARGE BALL BEARINGS—RIGID DRIVE
ATTACHMENTS FOR ALL MAKES OF MOTORCYCLES
AT EXCEPTIONAL PRICES—SHIPMENT FROM STOCK

HARVEY MACHINE CO.
1333 S. Los Angeles St. Los Angeles, U. S. A.

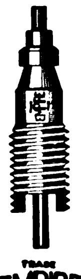
EMPIRE

the tire valve insides and caps with the many exclusive features.



EMPIRE valve caps are "best by test." They are strongly made from a solid brass rod and are absolutely guaranteed to seal air in the tube even if the valve inside should leak.

EMPIRE tire valve insides will fit any make of tube and are guaranteed to be satisfactory—any defective valve being replaced free of charge. Valve seat and outside packing ring make it absolutely air tight.



See These Valve Insides and Caps at Your Dealer.

TRADE EMPIRE MARK REGISTERED

THE EMPIRE SALES CO.
90 Silliman Avenue Bridgeport, Conn.

TRADE EMPIRE MARK REGISTERED

WITHOUT EXCEPTION

"STAR" BALL RETAINERS

Are Standard Equipment in All Bicycles and Coaster Brakes in America

THE BEARINGS COMPANY OF AMERICA
LANCASTER, PA.
Western Sales Office:
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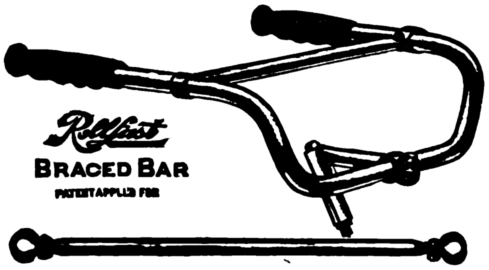
ROLLFAST BRACED HANDLEBAR



Cannot rattle loose or come apart from vibration. Does not weaken the tubing by cutting large portion of it away, but manner of construction greatly strengthens the bar. Stem is adjusted same as on ordinary bar. Nickel-plating and finishing guaranteed to outlast nickeling and finish on any bicycle.

D. P. HARRIS HARDWARE & MFG. CO.
99 Chambers Street at Church

JOBBERS

KEYSTONE SERVICE

DISTRIBUTORS
"ROAMER"—BICYCLES—"GOLD MEDAL"

WE have been in the bicycle business for 25 years. A complete stock means service; a low overhead means low prices on every item we carry. If you appreciate prompt shipments, low prices, courteous treatment we would be glad to hear from you.

MAY WE QUOTE PRICES?

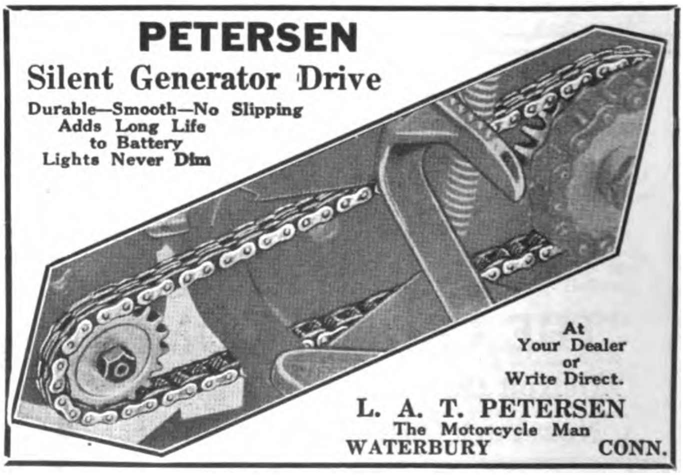
25 YEARS IN THE CYCLE BUSINESS

KEYSTONE CYCLE & SUPPLY CO. INC.
19 N 4th St PHILADELPHIA PA
C A VAN DOREN PRES

PETERSEN

Silent Generator Drive

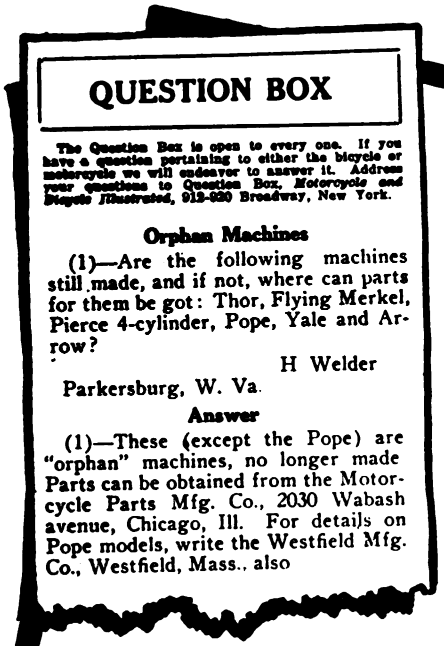
Durable—Smooth—No Slipping
Adds Long Life to Battery
Lights Never Dim



At Your Dealer or Write Direct.

L. A. T. PETERSEN
The Motorcycle Man
WATERBURY CONN.

A Question, an Answer and Something to think about



QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Orphan Machines

(1)—Are the following machines still made, and if not, where can parts for them be got: Thor, Flying Merkel, Pierce 4-cylinder, Pope, Yale and Arrow?

H Welder

Parkersburg, W. Va.

Answer

(1)—These (except the Pope) are "orphan" machines, no longer made Parts can be obtained from the Motorcycle Parts Mfg. Co., 2030 Wabash avenue, Chicago, Ill. For details on Pope models, write the Westfield Mfg. Co., Westfield, Mass., also

This is a reduced reproduction of a question and an answer that appeared on page 17 of the August 31, 1922, issue of Motorcycle & Bicycle Illustrated.

TODAY, it is a survival of the worthy. Companies with a sand foundation and mushroom-growth products flash and then fade out. Slashed-price sales follow and the second-hand market for such products hits bottom.

Consider this: Harley-Davidson motorcycles are backed by nineteen years of development. world-wide selling success, and are built by a factory that leads and dominates the motorcycle industry

All this is valuable insurance on your Harley-Davidson investment. Get this investment *protection* with your motorcycling *pleasure*.

Harley-Davidson Motor Company

Milwaukee, Wisconsin, U. S. A.

Above is a reduced reproduction of the reading matter on the back cover page of the 1923 Harley-Davidson catalog.

Harley-Davidson Motor Company, Milwaukee, Wisconsin

World's Largest Builders of Motorcycles and Sidecars

1923 HARLEY-DAVIDSON
The New World's Champion

DAYTON

TRUE AS STEEL AND SKILL CAN MAKE THEM

Announcement

The following progressive jobbers are Eastern Disibutors for Dayton Bicycles:

Long Island and States of New York and New Jersey
THE PERLMAN CYCLE AND AUTO SUPPLY COMPANY
34 Warren St., New York City
61 State St., Rochester, N. Y.

States of Maine, New Hampshire, Vermont, Massachusetts, Connecticut and Rhode Island
THE HUB CYCLE COMPANY
19-37 Portland St., Boston, Mass.

States of Pennsylvania and Delaware
HAVERFORD CYCLE COMPANY
Philadelphia, Penn.

States of Maryland, Virginia, North Carolina and South Carolina
WILLIAM GROVER
689 Cove St., Norfolk Va.

States of Tennessee, Georgia, Florida, Alabama, Mississippi and Louisiana
WALTHOUR & HOOD COMPANY
Atlanta, Georgia

States of Kentucky and West Virginia
AL RAY COMPANY
First and Market Sts., Louisville, Ky.

These go-getter distributors have a mighty interesting and profitable proposition to make on Dayton Bicycles. Dealers should get in touch with them at once.

THE DAVIS SEWING MACHINE COMPANY
DAYTON, OHIO

Dayton
Bicycles

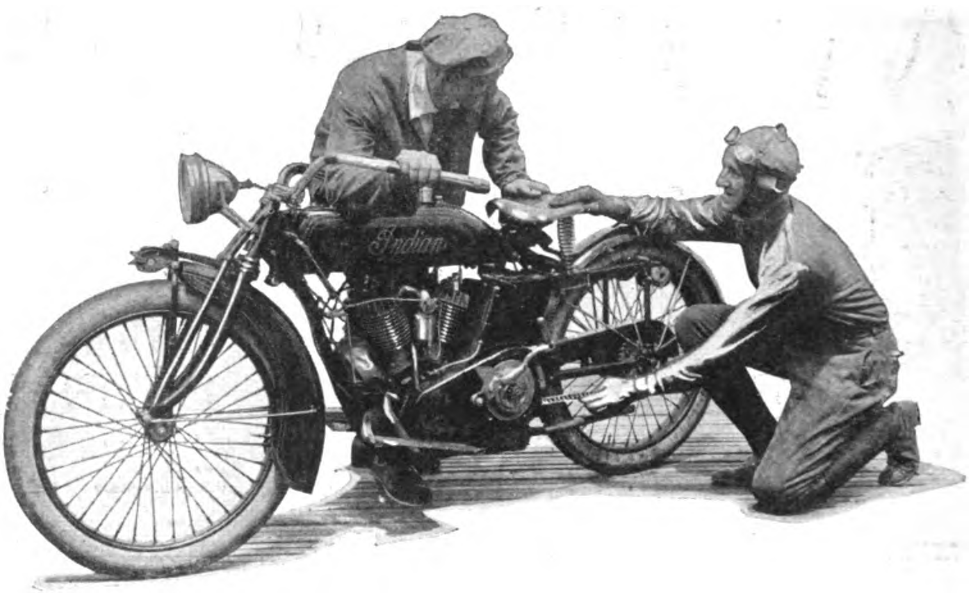
C 18 22

Motorcycle and Bicycle ILLUSTRATED

America's
Greatest
Cycling
Magazine

Overlooking Hollywood, film capital and home of more stars than are to be found in the Milky Way

FIFTEEN CENTS NEW YORK OCTOBER 12, 1922



"The Best Chain I Ever Used"

Riders in every class—racing champions, motorcycle police, special delivery messengers, and pleasure riders—all will tell you that DIAMOND No. 149 is the best chain they ever used.

There's a reason why this chain is so popular. In its manufacture no effort or expense is spared to secure super-quality materials and insure perfect workmanship. Special alloy steels are used; extreme accuracy in machining is required, exceptional care in heat treating is exercised, and rigid inspections maintain quality all along the line.

The result is the masterpiece of 32 years' good chain manufacture—a chain able to stand the severest tests of motorcycle use—a chain that gives every user a full measure of service for every dollar invested.

It is a popular chain with dealers too, because it sells easily, gives splendid service and has a host of friends. It is a chain *every* dealer should keep in stock and push. Talk this chain to your customers, show it in your windows, and you'll soon be making some worth-while chain profits. If your stock is low, re-order from your jobber today.

DIAMOND CHAIN & MFG. CO., Indianapolis, U. S. A.

Makers of High Grade Chains Since 1890

DIAMOND
Motorcycle Chains

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Vol. 18 ***October 12, 1922*** ***No. 41***

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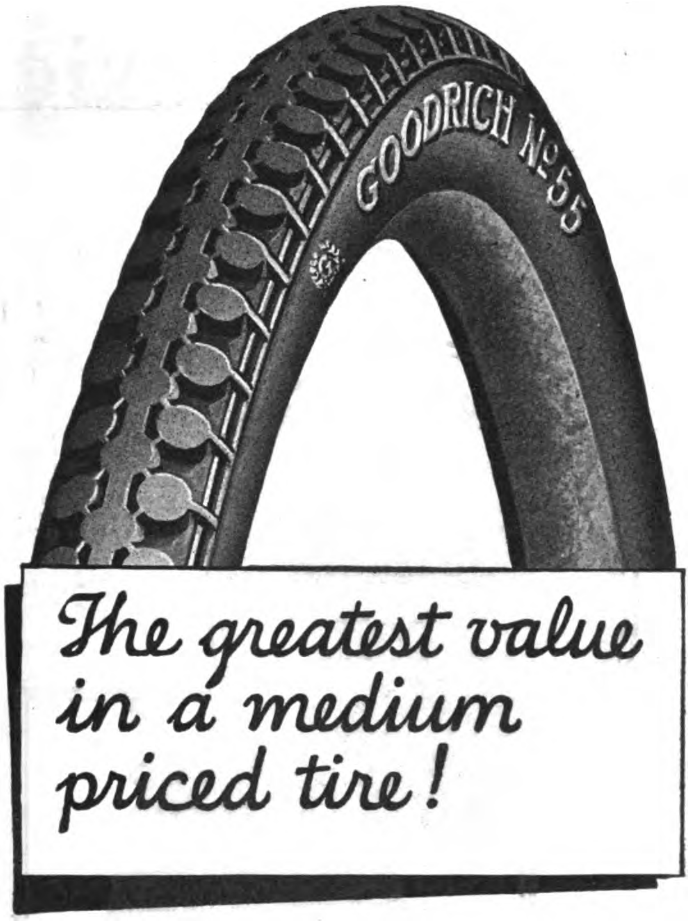

GOODRICH No 55
The greatest value in a medium priced tire!

There has never been a tire like it!

IMAGINE your hatter saying to you, "Jim, here is a $5 hat for $3. In all my born days I've never seen a value like it. Take it."

Would you? Without a moment's hesitation.

Offer the low-priced Goodrich "55" Bicycle Tire to your trade and you are precisely in the position of the hatter with his $5 value for $3.

No tire at the price ever offered so much for the money. So much real service. So much downright satisfaction.

It is really a tire out of its class. Two colors—(red tread and gray sidewalls)—and Goodrich quality thru and thru. Backed by Goodrich's half-century-old reputation for full-measure and service.

A big demand these days is for a moderate-priced tire—get it, satisfy it, convince it with the dependable, under-priced Goodrich "55." Order from your nearest Goodrich Branch.

THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio

GOODRICH
"55" Bicycle Tire

"Best in the Long Run"

Traxion Treads Carry Coast-to-Coast

EQUIPPED with U.S. Traxion Treads —27 x 3½ regular stock tires—and U. S. Royal Tubes, "Cannonball" Baker, riding a 4-cylinder Ace Motorcycle, lowered the coast-to-coast motorcycle record by over 17 hours and completed more than 3000 miles with both tires in excellent condition.

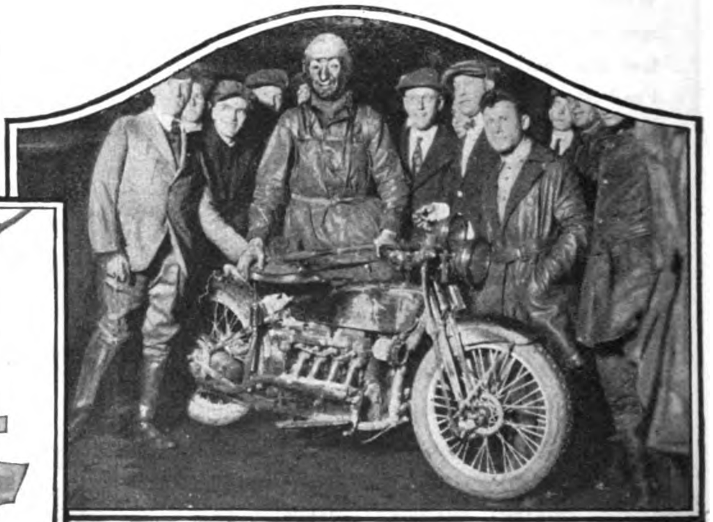
Racing at a speed of 75 miles an hour, bucking the sand at 6 miles an hour, riding day and night over all kinds of roads, Baker put Traxion Tread Tires and U.S. Royal Tubes to a strain more severe than tires have ever been subjected to in the whole history of motorcycling.

Through sand, mud, gravel, over wet and dry roads, climbing and coasting, in heat and cold, Baker's Traxion Treads

"Cannonball" Baker at the end of his 3000 mile run said of the U.S. Traxion Treads: "They are the most wonderful tires made."

Traxion Tread on front wheel of Baker's 4-cylinder Ace after nearly seven days of almost steady driving. Note sharp tread blocks showing no signs of wear.

Traxion Tread on rear wheel of Baker's record breaking machine after covering more than 3000 miles over all kinds of roads. The center tread strip barely worn down to the tread rubber itself. Sides of tread sharp and gripping.



Erwin G. "Cannonball" Baker and his Ace motorcycle equipped with Traxion Treads snapped upon his arrival in New York at the end of his 3,332 mile drive. Baker allowed himself only 9¼ hours' sleep in 7 days.

TRAXION

THE U. S. MOTORCYCLE TIRE

Tell the advertiser that you saw this advertisement in Motorcycle and Bicycle Illustrated. Both he and we will appreciate it.

"Cannonball" Baker on Record Dash

took all the punishment that 3000 miles of hard driving could give and, at the end, were *ready for more.* He had one small puncture which was quickly repaired.

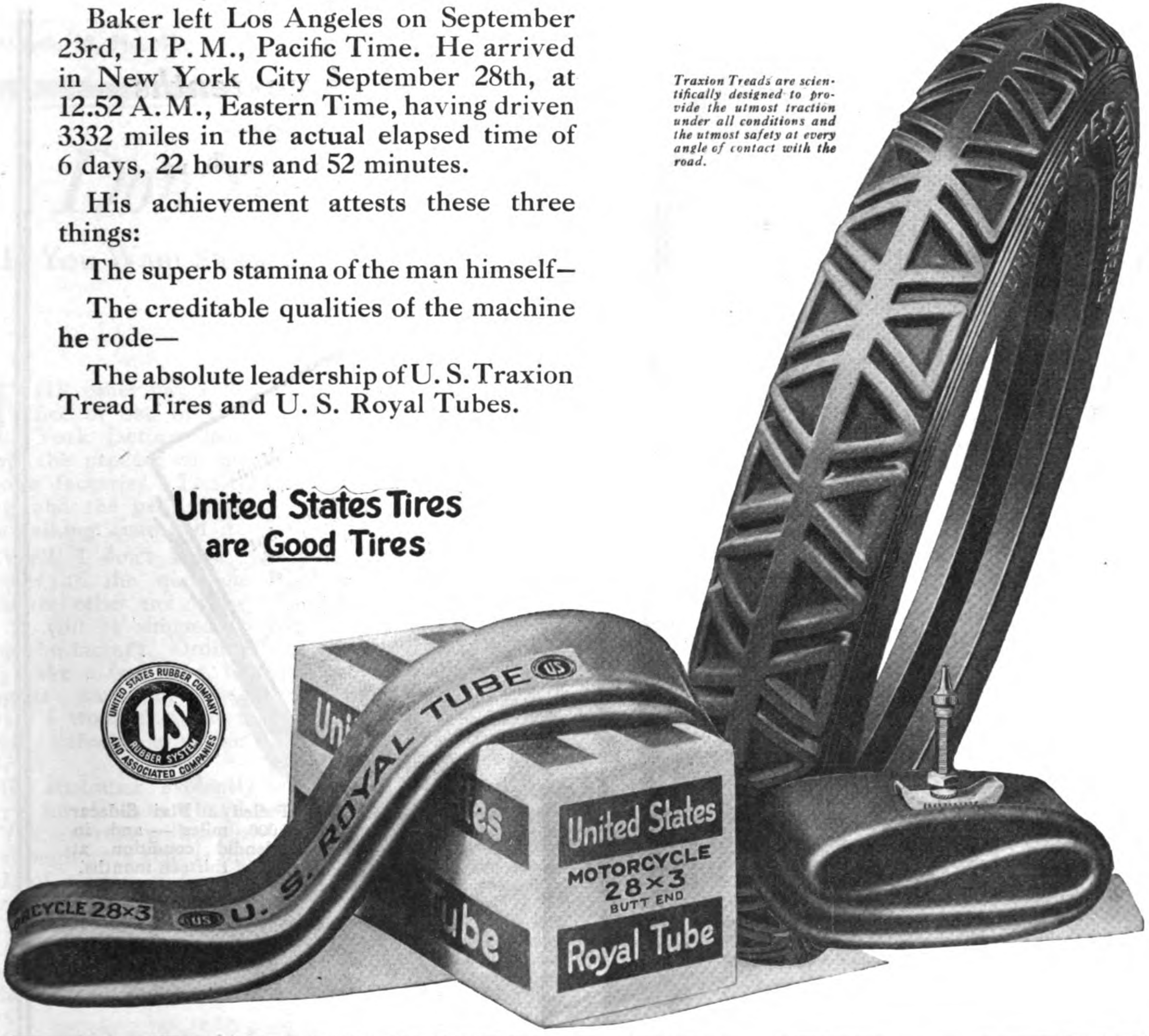
Baker left Los Angeles on September 23rd, 11 P. M., Pacific Time. He arrived in New York City September 28th, at 12.52 A. M., Eastern Time, having driven 3332 miles in the actual elapsed time of 6 days, 22 hours and 52 minutes.

His achievement attests these three things:

The superb stamina of the man himself—

The creditable qualities of the machine he rode—

The absolute leadership of U. S. Traxion Tread Tires and U. S. Royal Tubes.


United States Tires
are Good Tires
United States Rubber Company
US
Rubber System
and Associated Companies
U. S. Royal Tube
US
Motorcycle 28×3
United States
Motorcycle
28×3
Butt End
Royal Tube
United States Traxion Tread

Traxion Treads are scientifically designed to provide the utmost traction under all conditions and the utmost safety at every angle of contact with the road.

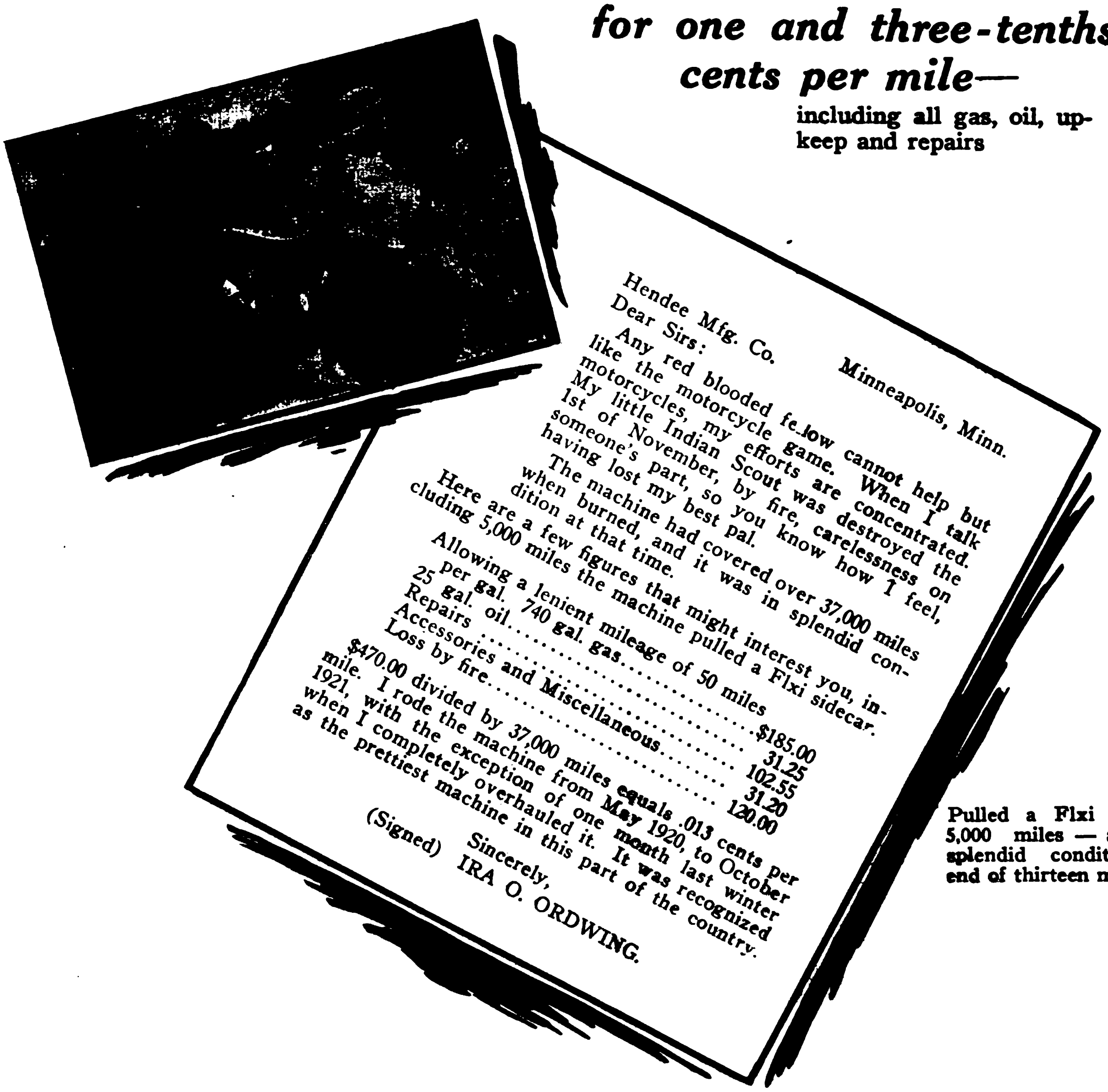
TRAXION

THE U. S. MOTORCYCLE TIRE

Indian Scout goes 37,000 miles

for one and three-tenths cents per mile—

including all gas, oil, upkeep and repairs



Hendee Mfg. Co. Minneapolis, Minn.

Dear Sirs:

Any red blooded fellow cannot help but like the motorcycle game. When I talk motorcycles, my efforts are concentrated. My little Indian Scout was destroyed the 1st of November, by fire, carelessness on someone's part, so you know how I feel, having lost my best pal.

The machine had covered over 37,000 miles when burned, and it was in splendid condition at that time.

Here are a few figures that might interest you, including 5,000 miles the machine pulled a Flxi sidecar.

Allowing a lenient mileage of 50 miles per gal. 740 gal. gas.

Allowing a lenient mileage of 50 miles per gal. 740 gal. gas	$185.00
25 gal. oil	31.25
Repairs	102.55
Accessories and Miscellaneous	31.20
Loss by fire	120.00

$470.00 divided by 37,000 miles equals .013 cents per mile. I rode the machine from May 1920, to October 1921, with the exception of one month last winter when I completely overhauled it. It was recognized as the prettiest machine in this part of the country.

Sincerely,

(Signed) IRA O. ORDWING.

Pulled a Flxi Sidecar 5,000 miles — and in splendid condition at end of thirteen months.

HENDEE MANUFACTURING COMPANY

Largest Motorcycle Manufacturer in the World

SPRINGFIELD, MASS., U. S. A.

Motorcycle and Bicycle Illustrated

America's Greatest Cycling Magazine

Volume 18, No. 41 October 12, 1922

Don't Depend *on the* Railroads

If You Want Stock in Your Salesroom Order Far Enough in Advance to Allow for the Crippled Condition of Our Transportation Service

By W. H. Parsons

THE other day I was in the office of one of the large New York factory distributors handling the product of one of our big bicycle factories. The telephone bell rang and the gentleman to whom I was talking answered it.

"Well, I don't know," he said in answer to the question that came from the other end of the line. "You see it will be shipped to you direct from the factory. Ordinarily it would only take a few days, but you know freights are very uncertain these days. I wouldn't want to make any specific promise as to the time of delivery."

His customer evidently was in a hurry, for this was what I heard next:

"Yes, express will probably be faster, though even that is uncertain now. And, of course, it costs a good deal more."

The customer was in a great hurry.

"All right," said the distributor, "we'll have it sent by express."

He hung up the receiver and turned to me.

"The railroad and the coal strikes may be over," he said, "but the hell they kicked up for American business is a long ways from being over. The worst of it is that the retail dealers do not seem to understand the situation. They seem to take it for granted that the minute the miners got back to digging coal and the railroads signed agreements with their men, all their troubles were over. When we tell them we can't promise prompt deliveries, and explain it is because the railroads can't handle the glut of business in the quick order they used to, a good many retailers seem to think we are passing the buck to the railroads for shortcomings of our own.

"Of course, any intelligent business man who will give the situation a minute's thought must realize that the railroads are not back at anything like 100 per cent. efficiency, and that added to their handicap of run-down rolling stock and a still far from complete organization, they are being called upon to transport the millions of tons of coal which should have been handled weeks ago, as well as the vast tonnage of other freight that has accumulated with the crippling of the service, in addition to the new business that comes to them every day. It will be months before we can expect anything like normal service. On the contrary, with the coming of the cold and storms of winter conditions are certain to be worse before they are better."

YOU can't deliver what you haven't got. You may sell motorcycles and bicycles from a picture in the catalogue but you can't cash in on the sales unless you are able to make delivery.

If you wait until you have a customer before you place your order with the factory the chances are that the customer won't wait for our broken down transportation service to bring the machine from the factory.

The dealer who places his orders far enough in advance to insure having the stock on his floor when he needs it will cash in on the good business that is in prospect for 1923.

The dealer who hesitates will lose the business to his more intelligent competitor.

Which are you?

"What's the answer?" I asked. "Is there anything that the retailer can do to avoid the annoyance and losses resulting from delayed deliveries?"

"Well, for one thing," he said, "they might think ahead. If instead of waiting until they are all, or nearly all out of a certain line they would order ahead, in anticipation of their needs, they might get what they want in time to keep their stocks complete. Take the case of the dealer who just called up. He could have estimated several weeks ago about what his needs would be at this time and placed his order then. If he had, he wouldn't be paying express on the shipment that is coming from the factory. Neither would he be worrying about whether he would get it in time to satisfy his customer.

"The holiday season is almost upon us. It is harvest time for the bicycle dealer, but a great percentage of them are not ready for it. Some have placed their orders, but they are in a minority. The majority are holding off until the last minute and it's going to cost them a lot of money in lost sales. They won't have the stock when they want it, and instead of blaming themselves they are going to blame the factories and the railroads."

What this distributor told me about

(*Continued on page* 9)

American *vs.* British Design

British Writers Declare We Are Novices in Getttng the Most Out of Our Motors—Says We Depend on Size Rather Than Efficiency

IN the "Athletic News," London, Laurence H. Cade, an English motorcycle authority, makes some very interesting comparisons between American and British machines. His conclusion is that in the motor of big capacity the American manufacturer has the best of it but that in the small motor we are novices. This is no particular news, but Cade goes farther and declares that with the new four speed single cylinder P. and M. motorcycle is the last nail in the coffin of the large displacement motor. Following are some extracts from Cade's article:

"Our big twins will never arrive at the point that the Americans have, on one point alone. They will never be the really typical motorcycle of their country. This is where we come up against the efficiency vs. capacity business again. American design favors big capacity, ours favors the extraction of every ounce of power from engines which are produced by the most skilled labor operating on the finest procurable material.

"The American big twin is a very fine machine. The best thing that I can say about it is that it is comparable with the British big twin, but the T.T. roads will never be open to either of them.

"Having already seen the new American prices I refuse to yowl for more tariff on imports. Admittedly the new figures are attractive, but first cost is not everything—not to a Britisher. I do not pay over a hundred pounds for my machine because I have plenty of money, but because I have very little. I spend so much capital and receive so much, shall we say, merchandise.

"When I want to sell out, depreciation is small because the machine is a top-notcher, and while I own the machine, upkeep costs are negligible because I have paid the price of a no-trouble, high-efficiency mount.

"Wherever British big twins compete, American big twins are welcomed. The two big American houses were represented in the Six Days' Trial and both of them were conspicuously successful at Brooklands. They are both associated with the British Manufacturers' and Traders' Union; they both have the same facilities for exhibiting their products at Olympia as our manufacturers have. There is no barrier. We do not go so far as an American race promoting organization did recently when they barred a standard production machine and ruled an o.h.v. British Triumph out of an event for which it had been entered."

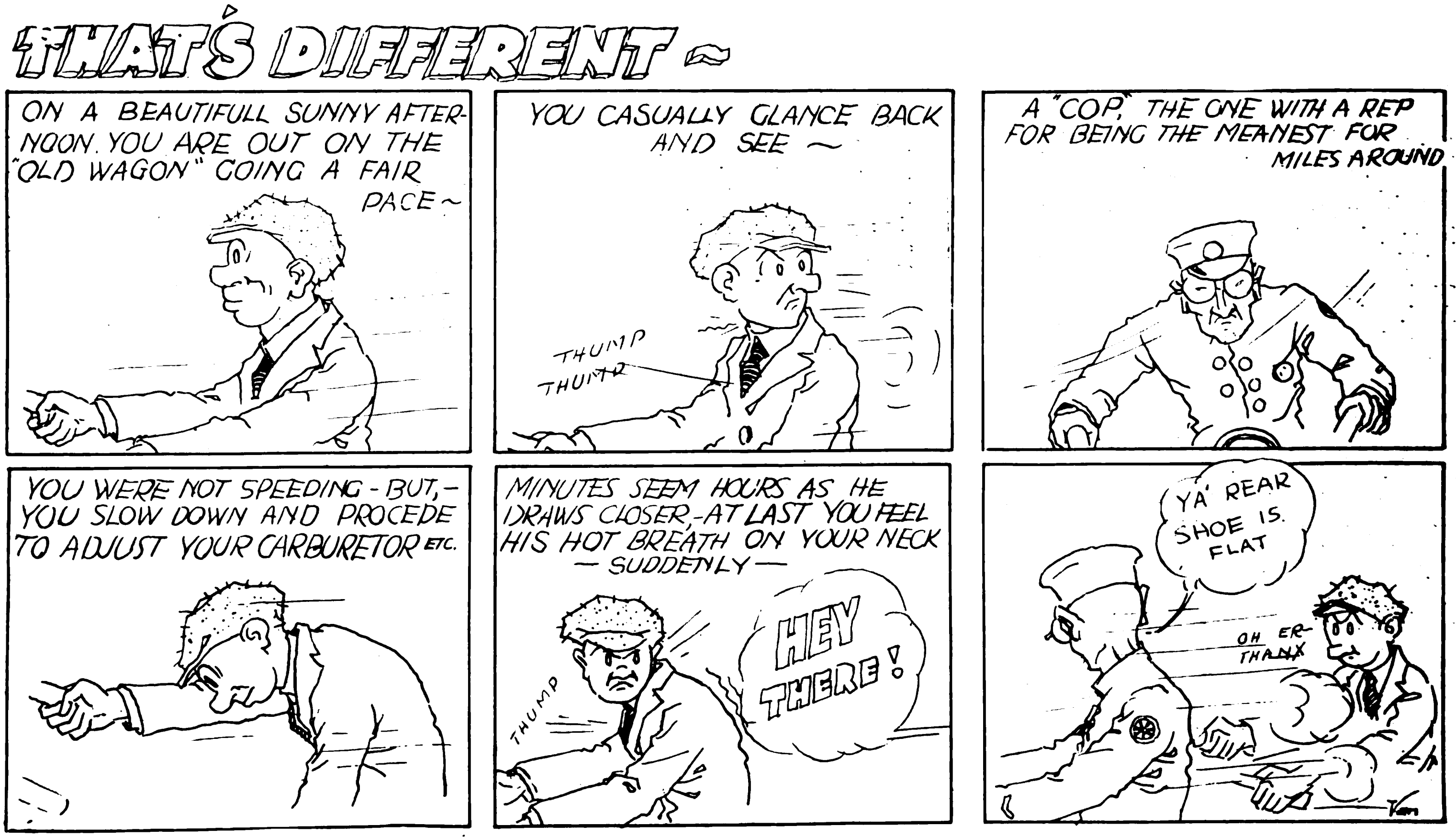
The event Mr. Cade has in mind was the National Hill Climb at Rochester in connection with the National rally. A Triumph was barred because it is an overhead valve machine and the M. and A .T. A. competition rules bar overhead valves from hill climb competition. The rider was offered an opportunity to make an exhibition climb between the first two events on the program, and before the hill was badly cut up, but refused.—(Editor)

"The 1,000 c.c. sidecar outfit is still a power in the land, and it will probably enjoy an excellent future because it is such an economic machine for family touring, but for ordinary travelling *à deux*, I am of the opinion that the moderately powered combination is adequate.

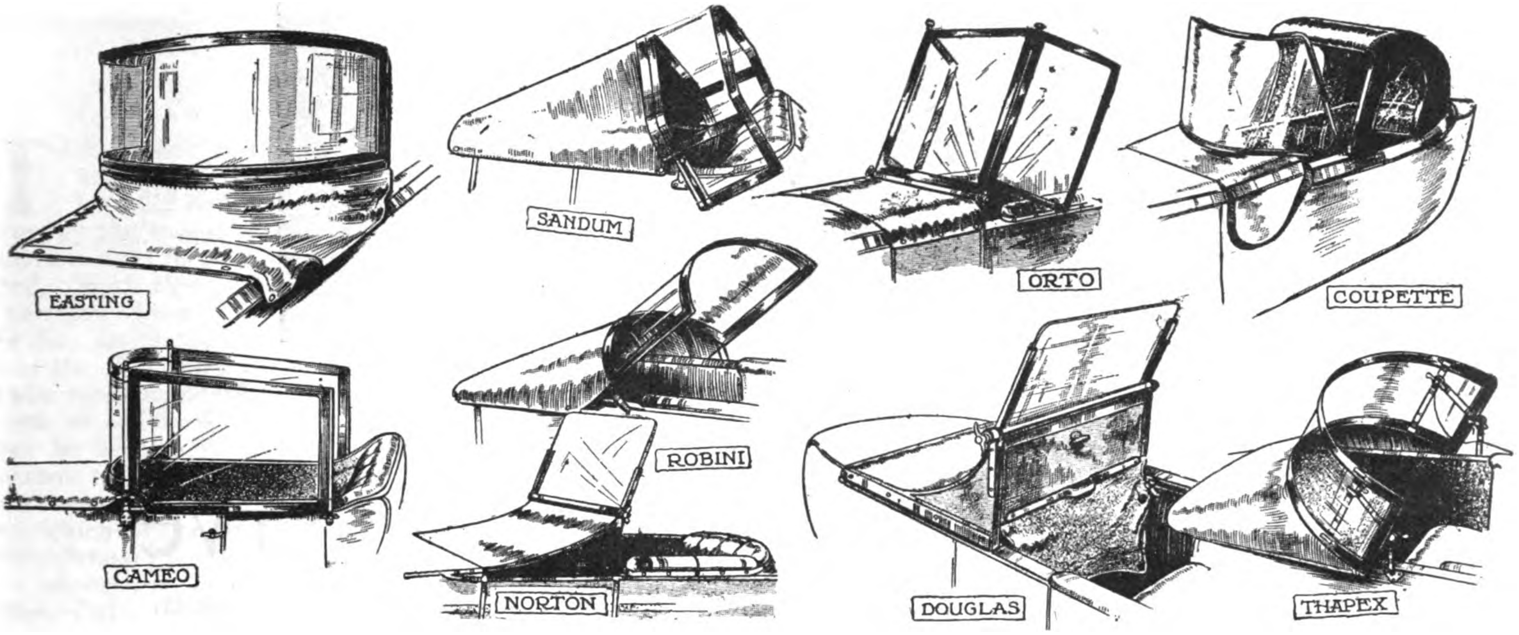
"I have recently done about a thousand miles on a P. and M. sidecar. This is a typical British machine. It has a single-cylinder engine with a big-power output, all-chain drive, and a four-speed gear.

"I am inclined to say that the four-speed gear is the last nail in the coffin of the big-capacity machine, because with it there is not a hill in the country to stop a first-grade one-lunger.

"Ample power is a luxury for a touring couple and a necessity for *en famille* work, but the P. and M. side-


THAT'S DIFFERENT ~
ON A BEAUTIFULL SUNNY AFTERNOON. YOU ARE OUT ON THE "OLD WAGON" GOING A FAIR PACE ~
YOU CASUALLY GLANCE BACK AND SEE ~
THUMP
THUMP
A "COP," THE ONE WITH A REP FOR BEING THE MEANEST FOR MILES AROUND
YOU WERE NOT SPEEDING - BUT, - YOU SLOW DOWN AND PROCEDE TO ADJUST YOUR CARBURETOR ETC.
MINUTES SEEM HOURS AS HE DRAWS CLOSER, - AT LAST YOU FEEL HIS HOT BREATH ON YOUR NECK — SUDDENLY —
THUMP
HEY THERE!
YA' REAR SHOE IS. FLAT
OH ER THANX
Ken

Plenty of Variety in British Wind Shield Design



Some recent examples taken from "The Motor Cycle," London.

car proved to the motorcycling community by its performance in the Six Days' Trial that it was absolutely adequate for touring purposes. And it proved to me in private test that a British single cylinder with its power employed to the best advantage, will maintain as high an average speed over any roads as any but a road hog could desire; that it will climb mountains and dawdle through traffic, will travel at from four to forty miles an hour with its engine 'happy,' and will do all this at a very low cost.

"The four-speed gear on the P. and M. is secured by the association of a two-speed box and the two-speed selective clutch arrangement which has been a feature of the machine for a decade or more. I went over some very difficult roads, but the engine did not labor once. The riding position was delightful, the steering was better than I have come across on any other sidecar, and there were refinements which made me feel proud of apparent ownership.

"America is competitive with Britain in one class only—the high-power class—but is outplaced in connection with what will undoubtedly be the ultimate type. I do not think that we can teach America much about 1,000 c.c. motorcycles, but she has a lot to learn about motorcycling in general, and her much-vaunted export trade is likely to be crippled by British high-efficiency motorcycles.

"If I were buying a big twin motorcycle I might compare the leading American examples with the leading Britishers before I decided on the latter, but if I were buying any other type there would not be the slightest need or reason for comparison."

Don't Depend on the Railroads

(Continued from page 7)

the situation in the bicycle market had been told me a few days before by the sales manager of one of the big motorcycle factories. He had just completed a swing around the circle and when I asked him his opinion as to the outlook for fall and winter business he said:

"Fine, if the dealers would only wake up to the fact that our transportation system is all but broken down.

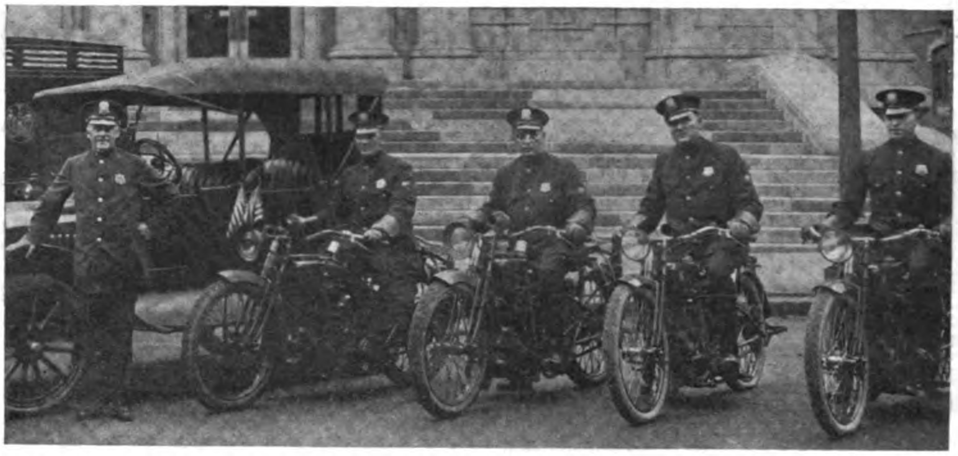
"Their sales floors are almost bare. They have disposed of practically all of their used machines, and as a rule have money in the banks. Their capital is at their disposal instead of being tied up in a storeroom full of second-hand machines, which was the condition of many of them in the spring and early summer. The bulk of the sales from now on will be new machines.

"The trouble is that the dealers have not yet grasped the fact that the railroads cannot handle shipments with anywhere near the dispatch of normal service. Things aren't quite as bad as they were a couple of years ago when 'ride 'em home' parties were so popular but it may even come to that before the winter is over, unless the dealers plan ahead and place their orders far enough in advance to insure delivery of the machines when they need them.

"If motorcycles were not in demand, if they were hard to sell there might be some excuse for hesitancy on the part of the dealers to order ahead, but the dealers don't complain of poor business. On the contrary I never saw them more pleased with the outlook than they are now, or more confident of a good year. It is simply that they have, because of their troubles during the past months, got into the way of not buying from the factory until they have a deposit from the rider. I don't mean you to take this quite literally, but it describes the divided mind of many dealers. They are confident of good business ahead but have not quite recovered from their troubles of the past and so they hesitate. Some of them are going to wake up in time but others are going to find themselves unable to make deliveries unless they place their orders with the factories on more than a hand-to-mouth basis.

"The factories are busy. Speaking at first hand for our own, and from observation for the others, it is conservative to say that they have twice as many orders as they had at this time last year. This being the case, with the majority of the dealers ordering only for their immediate needs, it takes no great prophet to predict a good year for 1923.

"There is no danger that the dealer who puts in a reasonable stock will be stuck at the end of the season with unsold machines, but there is more danger, it amounts almost to a certainty, that the dealer who does not order well in advance of his needs will be caught with an empty store just when he needs motorcycles the most."



A squad from Reading, Pa.

Motorcycle Police Reserve

Chance Is Offered New York Riders to Become Part of Traffic Division. Lectures and Patrol Duty Weekly

TONIGHT, Oct. 12, will open the fall and winter campaign of earnest work on the part of the men attached to the Motorcycle division of the New York City Police Reserve.

An extensive campaign of instruction has been laid out. Inspector Dwyer, aid to Special Deputy Commissioner Wanamaker, has the full schedule in hand, covering a six months' campaign.

A great deal of care has been given to the course of instruction, that every man attending these meetings will be beneficially helped. All meetings, unless otherwise stated, will be held in the auditorium of Public School 58.

"What we want is more members," says Capt. J. T. Dye, 7th Reg. Motorcycle Div.; "members that will stick and are willing to help build up the organization."

The motorcycle reserve is a traffic division and attends strictly to that branch of police work.

They meet every Thursday night. Alternate meetings are for instruction and patrol duty. On the instruction nights lectures are delivered. There is roll call at 8 o'clock sharp every Thursday, rain or shine and members are expected to be prompt. Three times absent without a proper excuse means dismissal from the organization. The lectures start at 8:30 on instruction nights. On patrol nights the riders go on duty at 8:15. Members must wear their uniforms at lectures and on patrol and must have their police clubs, whistles and revolvers. No smoking is permitted on duty or in uniform in any public place at any time.

Following is the schedule of lectures and patrol nights for the next six months:

October 12, Police Instruction.
October 19, Patrol.
October 26, Police Instruction.
November 2, Patrol.
November 9, Police Instruction.
November 16, Patrol.
November 23, Police Instruction.
November 30, Patrol.
December 7, Police Instruction.
December 14, Patrol.
December 21, Police Instruction.
December 28, Patrol.
January 4, Police Instruction.
January 11, Patrol.
January 18, Police Instruction.
January 25, Patrol.
February 1, Police Instruction.
February 8, Patrol.
February 15, Police Instruction.
March 1, Patrol.
March 8, Police Instruction.
March 15, Patrol.
March 22, Police Instruction.
March 29, Patrol.

MECHANICAL KINKS

Engine Shaft Nut

It is important to periodically examine the nut on the engine shaft, which holds the front sprocket in place, especially if the machine is new or very old. If the nut gets loose there is a likelihood of the key or keyway being damaged and the nut lost for keeps. This nut has a left-hand thread, it should be remembered. On Indian models, the sidecar connection nuts can be used as a temporary substitute. Carry a Ford sparkplug socket wrench; it fits most engine shaft nuts.

Figuring Horsepower

Horsepower ratings as given by many manufacturers convey very small means of comparison to the rider, as they refer to the performances of picked motors in the laboratory as a rule. If the following formula is used, it has been found that all models get a fair show: Bore x bore x stroke x no. cylinders x no. revolutions per minute divided by 16,000 equals horsepower. Figure the bore and stroke in inches. This is not a formula for best performance, but for the average run-of-factory motor.

Protecting Magneto Terminals

While the average magneto terminal is stated as waterproof by the manufacturer, a few minutes' ride in a downpour will convince the most trusting that they are not. Cut a hole in the center of a tire patch and string it over the cable a little above the terminal and use a little jiffy to keep it in place. The rain will be shed by this miniature umbrella.

Attention, Hon. Motorist!

THE following "Rules of the Road" appear at the Central Police Station at Tokyo, Japan:

(1) At the rise of the hand of the policeman stop rapidly.

(2) Do not pass him by or otherwise disrespect him.

(3) When a passenger of the foot hove in sight, tootle the horn; trumpet at him melodiously at first, but if he still obstacles your passage, tootle him with vigor and express by word of the mouth the warning "Hi, Hi."

(4) Beware the wandering horse that he shall not take fright as you pass him by. Do not explode an exhaust box at him. Go soothingly by.

(5) Give big space to the festive dog that shall sport in the roadway.

(6) Avoid entanglement of dog with your wheel spokes.

Do M. & A. T. A. Rules Need Revision?

All Registered Riders Invited to Make Suggestions for Any Changes They Think Should Be Made for 1923 Competition

By A. B. Coffman

THE time is fast approaching when the competition season for 1922 will be over, and profiting by the season's experience, competition rules for 1923 must be considered. With this object in view the Chairman of the Competition Committee has appointed a committee to go over the 1922 rules very carefully and make recommendations for such revisions or additions as in their opinion may be necessary. These recommendations to be considered at the next meeting of the Competition Committee, which will be held in the East soon after January 1, 1923. The committee is composed of Tennant Lee, Los Angeles, Cal.; E. B. Holton, Irvington, N. J.; F. W. Snook, Philadelphia, Pa. In addition to this, riders and dealers registered with the M. and A. T. A. have the privilege of discussing any changes or additions to the present rules through the trade papers, for much good can be derived from this procedure. Their suggestions will be given careful consideration.

F. J. Santos, Manchester, N. H., has been appointed M. and A. T. A. referee for his State. Mr. Santos is a staunch supporter of the Motorcycle and Allied Trades Association, has had long experience in the conduct of motorcycle activities and is a booster in every sense of the word. He occupies a position of trust in his community, being a justice of the peace and a notary public. Mr. Santos will accord promoters and riders a square deal in all activities coming under his jurisdiction, and we feel very sure these said activities will have to be conducted according to Hoyle.

WHAT DO YOU SUGGEST?

WHAT'S the matter with the M. and A. T. A. competition rules? Is there anything the matter? If so, what changes would you make for the 1923 season?

Chairman A. B. Coffman of the Competition Committee has appointed a committee of three members of that body to consider and recommend such changes as they may believe desirable.

Every registered member is invited to make suggestions for such changes as he may think necessary. The committee will give all sincere suggestions careful consideration.

Let's have a frank and open discussion. Write your suggestions plainly on one side of the paper. Address them to Editor Motorcycle and Bicycle Illustrated. They will be published, and open to discussion.

Don't try to revise the entire book of rules in one letter. Discuss one rule at a time. Make your communications as brief and as straight from the shoulder as possible. Avoid personalities.

Friday night, October 6, the Greater Milwaukee Motorcycle Club entertained the riders of Milwaukee and vicinity at a rally in the big auditorium of that city. There were three four-minute talks by prominent men in the industry after which several moving pictures were shown, followed by a dance. Refreshments were served free of charge, consisting of cider, ice cream, cigarettes and cigars. This rally was to show the riders of the city what the club could do, and 125 members were secured. This is only one of a series of entertainments that the club will stage in the near future. The spirit shown at the rally leads everyone to believe that every member of the Greater Milwaukee Motorcycle Club is going to do his part to make it a success and provide pleasant entertainment for its members and friends. They will register with the Motorcycle and Allied Trades within the next week or ten days and receive their charter.

THE IRISH CYCLIST SAYS:

"That there is a good time coming in Ireland although it is a good time coming."

Swiss roads and Swiss scenery are both wonderful.

Everett Bresee Is Coast Champ

ALTHOUGH he did not win a race in the finals, Everett Bresee, Indian, of Fresno, won the Pacific Coast motorcycle championship at the Fresno District Fair, by finishing second in one of the two deciding clashes. Bresee started the last day with 48 points and ran his big lead up to 55.

Ray Weishaar, Harley-Davidson, gave Bresee a gallant scramble for the title by boosting his pointage from 39 to 51 tallies, just four short of a tie. Weishaar won a second and third in the two 10-mile finals. Weishaar would have been crowned Coast champion if Bresee had been shut out of any points, but the local boy came through with the few very necessary credits to stay at the top of the column. Ralph Hepburn, Indian, finally shook off his jinx and batted out two sizzling victories in as airtight racing as ever was staged on a speedway between two-wheelers. His first triumph was easily earned, but his second one came by an eyelash margin and he never earned a tougher victory.

Motorcycle racing won an inside place with Fresnans as a keen form of sport. Henceforth Fresno will be the capital of motorbike racing on the Coast.

There were 13 events run during the week, totaling 120 miles. Ralph Hepburn took five of them, and Everett Bresee, of Fresno, also took five, as well as the Coast championship title. Ray Weishaar won two, and Bob Sarkegian, one. Nine of the races were ten-mile open heats, with point scoring for the speed crown, while a daily tangle between Bresee and Sarkegian for the city speed laurels, resulted in a 3 to 1 decision for the former.

Bresee scored his only victory of the closing day in his final match heat with Bob Sarkegian for the Valley championship. Emulating Hepburn's tactics he took the lead at the sendoff and drilled the ozone for a steadily widening gain in every lap. Bresee had so much surplus speed on Sarkegian that there was no closeup work and the former fanned the checkered flag with six hundred feet headway.

The match series resulted in three wins for Bresee and one for Sarkegian. The final 10 was rolled in 6:14 4-5,

Top prize money of the week produced a sizzling checkout of the motorcycle program in the last 10-mile mill for the title.

The white flag at the end of the ninth saw Davis showing the way. As Davis unwound, Hepburn crammed on everything and Weishaar responded likewise. Bresee played his full throttle and the quartet broke out of the upper turn battling like fiends. It was Hepburn and Weishaar locked in wild combat for victory as they scorched the homestretch. Weishaar gained slowly and in the final yards it looked as if he was going to nose out Hepburn, but he crossed with his front end less than a foot in advance of Weishaar. The time, 6:02 1-5, gives no hint of the superlative competition.

So delighted was Manager H. E. Patterson that an added event in the form of a five-mile open was hastily arranged.

Like its predecessor this farewell act was a ton of punch. As usual Hepburn kicked off the action and things warmed up so well that the second lap unraveled in 34 3-5 seconds. It was a battle royal with Hepburn bucking the wind and Davis, Weishaar and Bresee constantly switching positions.

The grand climax started in the fourth lap when Davis blazed forth to finish things. Hepburn shamed lightning with his voyage down the backstretch and blew by Davis very positively. Weishaar still was coupled on.

Hepburn and Weishaar duelled to a standstill with the former again in front by inches. Bresee finished his week of gamy galloping by crashing through for third money. Time, 2:58, a journey of 101.12 m. p. h.

DRYKSTRA WINS MICH. STATE CHAMPIONSHIP

By G. C. Williams

BARNEY DRYKSTRA, of Grand Rapids, won the Michigan State hill climb championship at Grand Rapids, Mich., riding an Indian, 61-stock model. He used the same machine in the open event as well, against all makes, most of them using larger motors.

Sunday, October 8, was a dull day, with occasional spilling of rain. Saturday it had rained all day, and on the hill where the championship event was held the ground was soft and the machines dug in up to the hub.

None of the riders went over the top and it is surprising that any of the riders climbed as far as they did, as the hill is short and tricky and it takes a snappy driver with confidence in himself and his machine to get anywhere. The hill has an incline of about 70% and height of 120 feet.

Drykstra, in the 61″ event, made 80 feet with his Indian, 61-stock model. Oscar Lentz of Lansing, Mich., riding a Harley-Davidson, came second, 73 feet 6 inches. Charles Livingston, third, 65 feet, on an Excelsior.

The outstanding stars of this hill climb classic were Barney Drykstra and Oscar Lenz, both being exceptional performers.

In the open event Drykstra again took the honors, making 75 feet 11 inches on the same stock model, using a special traction tread. Oscar Lentz came second, 68 feet 9 inches.

There was plenty of thrills to please the 3,000 spectators, spills galore, somersaults, bucking bronco stunts which kept the crowd on edge with expectation.

The motorcycle riders and spectators were good sportsmen, cheering for both the local boys as well as outsiders whose riding was remarkable.

There is no greater sport than these hill climbing events, both for the riders and excitement for the spectators. The only criticism to be made is that an admission charge should be made to enable the clubs to offer better prizes. Energetic solicitation on part of the motorcycle clubs to the city authorities should win their co-operation to rope off the street for an event that creates so much interest.

The Grand Rapids Motorcycle Club promoted this contest and deserves a lot of credit on the way they handled the crowd and riders. They are all a clean set of sportsmen and love the motorcycle game. The following are given honorable mention: P. Butts, president; Huck Livingstone, vice-president; Burt Kline, treasurer; Harry H. D. Langeries, secretary; L. Ferguson, referee-at-large.

Echoes of the Rochester rally were heard here among the hundreds of riders, asking where the meet would be next summer. So many reports have come back about the wonderful time had by all that if the indications of the gossip here is any criterion, next summer should have double the attendance.

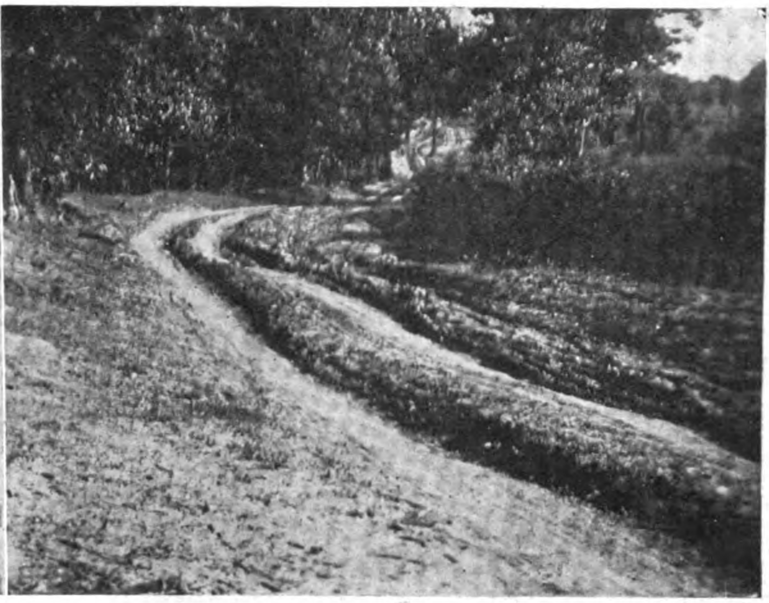
ST. LOUIS M. C. REORGANIZES

AFTER trying for over two years to interest the dealers and to get their membership and co-operation in boosting the club, the St. Louis Motorcycle Club, with the co-operation of the majority of the St. Louis dealers and sub-agents, has reorganized. Among other constitutional changes, dealers may hold office in the club.

The reorganization included an election of officers, who will serve until January, when there will be a regular election. The officers elected on Oct. 5 are as follows: J. E. Criner, president; James Brunton, vice-president; R. Rundquist, secretary and treasurer; C. Nagnitz, sergeant-at-arms; P. Karanga, road captain.

At the previous meeting several of the dealers tendered their applications for membership and were promptly accepted. It is understood that the balance of the dealers will join in the near future.

At this toll gate in northern Arkansas, you pay the keeper what you think it's worth.



A sample of Arkansas road, on the main trail about two miles north of Bradford.

From Texas *to* Massachusetts *and Back* Again

By P. B. Whitney

THE readers of Motorcycle and Bicycle Illustrated have read about my trip from Ft. Worth, Texas, to Springfield, Mass., riding solo.

I made the return trip with a sidecar, which has given me an exceptional comparison of the use of a motorcycle for sidecar or solo work.

I have been a solo rider for a great many years. I competed in most of the F. A. M. endurance runs, have taken many trips, such as Chicago to New York, and have also toured a good many thousand miles by automobile. Texas to Massachusetts, however, was the longest straight run I had ever made. While I had all kinds of roads, varying from the mountainous grass covered trail, littered with boulders, rocky rivers to ford, deep clay ruts, to the beautiful wide cement boulevards. I am frank to confess that I enjoyed the trip to Springfield more than any trip I had ever taken. My machine performed wonderfully throughout the trip. No tire or mechanical trouble whatsoever. I made only three adjustments of any kind.

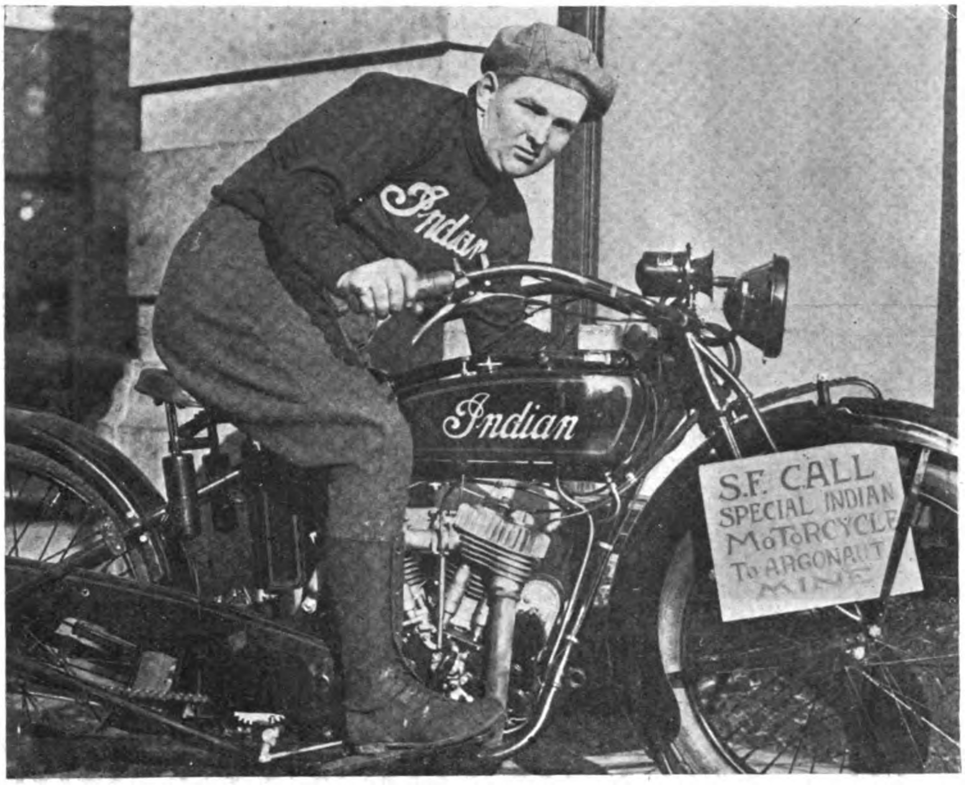
Upon my arrival at Springfield I was thoroughly convinced that a sidecar could not be driven over certain of the roads. I made this statement to some of the boys at the factory. In certain sections, on the main trails, there are ruts deep enough to engulf an entire motorcycle, so that the top of the saddle was on a level with the rest of the road. There is a certain white clay levee several miles long which must look like No Man's Land did in the world war.

I used such trails as C. M. A. A. No. 2, the Jefferson Highway, the Bankhead Trail, the Lone Star Trail (which does not get to Texas at all), the Pershing Highway, the International Trail, the Dixie Highway, the Lincoln Highway, Cleveland and Buffalo Trail, Mohawk Trail and two other well-known New York Trails. The States crossed were: part of Texas, Arkansas, Missouri, Illinois, Indiana, Ohio, Pennsylvania, New York and Massachusetts. Arkansas is making strenuous efforts to give tourists state highways. They have been at it for only about four years and have to contend with conditions which are probably as bad as any state in the Union. They're clay swamps, rough river bottoms, rivers that flood excessively through the rainy season. The gravel to build up the low places and to cover the clay beds oftentimes has to be brought miles by rail. Missouri is doing well, but I believe that at present, Illinois is showing the greatest progress in road building. The road from St. Louis to Chicago, by the way of Marshall, is a wide cement boulevard nearly all the way. In New York State the old style macadam and terrace roads are becoming very rough with heat wrinkles and repair work. They are being replaced as rapidly as possible with cement. Where they have put in cement they build one-half of the road at a time, thereby doing away with the detours.

On the return trip I stopped at Rochester for the grand rally, where we all had such a grand, good time, and finally persuaded Mrs. Whitney to ride as passenger from Chicago, where she was spending the summer, to St. Louis. When we left Chicago it was fully understood that Mrs. Whitney's part of the trip would terminate at St. Louis and that she would continue by rail to Fort Worth, Texas, but as we neared St. Louis it became very evident that Mrs. Whitney intended to finish the trip by sidecar.

My advice to every tourist starting out with a sidecar outfit is to be sure that he has an adjustable axle. I attribute the success, comfort and pleasure of the balance of the trip to the use of the sidecar wheel adjusted to standard tread. I do not consider the sidecar a success over roads such as are in Missouri, Arkansas and Texas, without the adjustable axle.

Mrs. Whitney and the sidecar arrived in Texas first, at Texarkana



When the San Francisco "Call" wanted quick action on getting news from the Argonaut mine where 47 miners recently lost their lives, they went to A. Freed and obtained the services of Jack Warner to act as motorcycle dispatch rider. In this way they scooped all of the other Coast papers on the first photographs of the rescue work. The picture shows Warner all ready to go.

State Line avenue; it is one of the main thoroughfares. The State line between Arkansas and Texas is in the center of the street throughout the entire length. The Texas half of the street is paved with asphalt, the Arkansas is gravel; it was easy to land Mrs. Whitney in Texas first.

Solo riding and sidecar riding both have their advantages and after my two long trips, over 2,300 miles each way, I would not give up the sport and pleasure of either method. Were I again to have the chance, as I hope to next summer, solo one way and sidecar the other will be my choice. On ordinary country roads, where the going is fairly rough, the sidecar will make the better time, even with its added weight and third wheel. If you have clay roads ahead and are caught in the rain you have a much more comfortable feeling, especially if there is a skid chain under the seat. From St. Louis to Massachusetts the solo rider will, of course, make much better time. On the other hand, the companionship of the passenger adds greatly to the pleasure of the tour.

Mrs. Whitney traveled a little more than 1,300 miles over all kinds of roads and had only one real accident. This occurred on a perfectly good State road with the machine running at about 38 miles per hour. All of a sudden she let out a scream—I thought we must have lost a sidecar wheel. After a careful investigation, however, we finally took a nice little fat hornet out of her sleeve. It had started its trip at the back of her neck and had done its work thoroughly. Result, one dead hornet and several bumps on Mrs. Whitney.

My advice to all motorcycle enthusiasts is to get out and tour the country as much as possible. Don't be afraid of the long trip, but unless you are a veteran at it, get good advice from riders who know and go properly prepared. Make a practice to do a lot of solo riding as well as sidecar. The educational value, the fascinating experience, the sport and pleasure of touring will put pep and real blood into you as nothing else will.

Mr. Whitney is Southwest District Manager for the Hendee Mfg. Co. He drove an Indian Chief from Fort Worth to Springfield and Chief and Princess sidecar back.—Editor.

Winter Riding *Is* Real Fun

By Ray E. Garner

WITHIN the next few weeks the cold of winter will be here with its snow and ice, and the riders begin to think about putting away their machines for the winter. The majority of them have been educated by the dealers to believe that the motorcycle is a seasonable machine and they take it for granted. The dealer is generally the first one to put his machine away.

It depends a lot on the dealer whether the riders keep going all winter or not. Unless the weather is extremely cold there is no reason why a majority of the riders should not ride all winter. If you will ride yourself you can easily get the other fellows to ride with you. Plan a few short trips into the country with the boys.

If there is a club in your town get in with them and help them to plan a run now and then. Once the riders get sold on winter riding they will never stop it. There is not a dealer whose store is very far away from some small town. Go out to some restaurant in this small town and make arrangements for an oyster supper. Tell the proprietor that on a certain date you will leave town with fifteen or twenty riders at 8 p. m. Just before you leave call up this restaurant and tell him just how many are coming and he will have a piping hot oyster stew ready when your party gets there.

What could appeal to a man any more than that, unless you could go out of town away to some farmer you might know and make arrangements with him for a little supper, and maybe he will have a little good cider around, and if he has a talking machine you can have a little dance. Try these stunts once or twice the early part of the winter and see if you don't have the riders after you for more.

It is not always necessary for you to foot all the bills yourself. Get the riders to chip in on the parties and all you will have to do will be the planning. There are many other stunts that can be worked out if you are a go-getter. Winter riding will increa your business 50 per cent. It will help you to sell riding clothes and will also keep your accessory man busy. Never pass up a chance for business. You are the man who says whether business should be good or not.

On top of it all don't fail to advertise. Get in touch with your editorial man and give him a little dope about your parties. The newspapers are always looking for good news and will be glad to print it.

Let's make our sport a year round sport, as it really should be.

"Success Reflects Effort"

By "OBSERVATOR"

THE history of motorcycle retailing abounds with proof that the shining mirror of success is backed only by the quicksilver of continuous effort. If the quicksilver be removed from a mirror there remains but an ordinary piece of glass, and if a motorcycle dealer's effort be permitted to wane, or be directed into other channels, as a motorcycle dealer the mirror of his success will become dim,—and eventually disappear. The secret of success is constancy to purpose, in other words, "Success reflects effort"—not spasmodic effort, but the constant far-seeing continuous kind.

Am I inclined to rest on my laurels, to permit past performance to overshadow present deficiency, to attribute to myself super-executive qualities and to be unwilling to do those things today which made for my earlier success? Am I always on the job, can my customers reasonably expect to find me when they want me, or have I developed a chronic case of holidayitis?

Have I realized that the successful motorcycle dealer is the exclusive motorcycle dealer, and that if I have a yearning to emulate John Wanamaker and run an emporium it is well for me to remember that John has never tried to mix motorcycles and moth-balls in the same department?

Do I buy intelligently, in moderate quantities with a full realization that everything bought must be sold, and that maximum profits are only achieved by quick turnovers?

Do my employees agree, with Statler, that the customer is always right, and that arguing with him is a luxury only to be indulged in by multi-millionaires,—and fools? Do I realize the truth of the above statement myself?

Am I an active, enthusiastic, everyday rider of a motorcycle myself? Do I practice what I preach, or I am like the parson who told his flock, "Don't do as I do, do as I tell you to do"?

And do I dress neatly and suitably, do I ride a clean current model machine fully equipped, and with a closed muffler,—or is it a last year's trade-in?

Do I promote club runs and picnics among my customers *NOW* or did I *USE* to do it years ago?

Have I availed myself of the benefits to be derived from using the M. and A. T. A. insurance scheme in the selling of machines on time?

Am I appreciative of the value of a high credit standing, am I anxious to have my bank and factory think well of me? Do I cheerfully furnish the rating agencies—Dun and Bradstreet's, with financial statements when they request them, or do I force them to investigate me through indirect and often hostile sources?

Do I keep a simple, comprehensive set of books that tell me where I stand without kidding myself or others? Do I take actual inventories or do I estimate them approximately?

Do I advertise myself as a live dealer in the cheapest form of transportation known, consistently, persistently, and insistently, using *ALL* the factory furnished sales-helps—or am I just drifting with the current?

Am I availing myself of the maximum possibilities for display that my show-windows afford, do I vary the display frequently, do I post up the posters and pictorials furnished by the factory just as soon as they arrive, do I have my windows cleaned regularly, and are they lettered attractively?

Am I a natural born salesman, have I studied the art of persuasiveness and the charms of diplomacy, or do I just aim to make the easy sales and let the real salesman get the harder ones?

Do I keep a prospect file,—and if I do,—do I keep it up-to-date, and do I make every possible effort to secure new material for it, and do I never permit even the most casual inquirer that enters my store to leave until I have recorded his name and address?

And do I follow up my prospects as hard as I ought, do I study each case individually—do I put intelligent effort forth to sell the unwilling wife, or to overcome the objections of the timid mother?

Am I humanly interested in my customers and prospective customers? Do I convey in my conversation a feeling of sincere friendly fellowship, or am I so self-centered that they realize my only interest in them is interest for myself?

James Bree, 46th Precinct, New York Police

Do I subscribe to the theory that just as I must buy before I can sell, so it is necessary to give before I can expect to receive. Have I, in other words, developed into a tightwad, and do my customers feel that way about me?

Do I carry a stock of parts commensurate with the size and importance of the territory which I control, or do I figure that a rider ought to be willing to wait a week or two while I send to the factory?

In selling machines on time do I see to it that I get adequate down payments with the balances covered by substantial paper, and am I using modern follow-up methods to successfully effect collections?

Am I loaded with used machines, or have I concluded that the successful dealer has discovered that fixing them up promptly, and being satisfied with a reasonable profit usually moves them out quickly.

Are my servicemen co-operating with my salesmen in the making of new sales, have I offered them any tangible encouragement, are they honestly interested in giving efficient service, have I furnished them with the necessary special tools and congenial conditions, are they working *WITH* or *FOR* me?

Have I fully protected myself and my creditors against loss by fire, by insuring with well known first class companies, or have I left it in the hands of a broker, and never thought it worth while to investigate them as to whether they could or would pay my possible claims against them?

Is the interior of my store a credit to me, or is it so untidy and carelessly kept that the observant banker figures to hold me down, for fear that my slipshod methods of merchandising may extend to my financing, and eventually get him into hot water with his board of directors?

Last, but not least, what is my own true mental attitude towards my job? Am I an enthusiast? Am I sold 100 per cent. on the bright future of the industry? Because—if I am, and am willing to take the experiences of the *PAST* as tools for the *PRESENT* it will be easy indeed to make for myself a smooth pathway for the *FUTURE*.

Baker whooping it up around a bend on his recent record breaking dash across the continent.

TRANSCONTINENTAL ECHOES

THE members of the Motorcycle Club of Philadelphia on Monday evening received a visit from "Cannonball" Baker, who drove an Ace sidecar outfit up in front of the building and stopped for a chat with the boys. He related a number of interesting incidents of the trip.

* * *

Baker tips the scales at 180 pounds, all hard as nails. He shows no mercy to a machine when he is driving it in pursuit of a record.

* * *

Between Olathe and Lone Jack, Baker found the road closed where a stretch about half a mile in length had just been resurfaced. The work was finished but the highway wasn't officially opened to traffic, and a watchman was stationed there to direct vehicles to take a four-mile detour. But Baker couldn't see the idea of wasting time jogging around four miles of rough, rutted detour when the way ahead was short and smooth. "Is there a bridge out ahead, or any reason why this road *can't* be traveled?" he asked the watchman, and was told that there was no reason except that it wasn't permitted. "Then I'm *going through!*" pronounced "Cannonball." "Take my number if you wish, mister, but don't try to stop me, for I'm on my way." The watchman took another look at the dimensions of Baker's shoulders and the bulge of his jaw, and immediately decided that he had no desire whatever to interfere.

* * *

An interesting coincidence occurred one evening on his way cross country. Baker chanced to stop for supper at a place which looked familiar when he glanced around after sitting down at the table. Upon asking the name of the town he was told that it was High Hill, Mo., and recalled that it was the same town, same restaurant, run by the same people, where he had stopped for supper at about the same hour when he had driven the Cadillac car across the continent in 1916. He had not scheduled this stop in advance, but had simply halted there because it happened to be at hand when he felt hungry, thus demonstrating that Baker's appetite is consistent, since it stopped him at the same place even though an interval of six years separated the two occasions.

* * *

As soon as the news of Baker's record ride filtered out, telegrams of congratulation began to arrive from all over the map. Among those who sent their compliments by wire were Walter Davidson, of the Harley-Davidson Motor Co., George T. Briggs, of Wheeler-Shebler Carburetor fame, P. W. Weer of Mid-West Storage Battery, S & M Lamp Co., Roy Artley, S. A. Stauffer, the Dodge City dealer, J. J. O'Connor of Western Motorcyclist, O. K. Newby, the Kansas City dealer, and M. C. Stokes, of U. S. Tire headquarters in New York.

* * *

Baker's friends claim for him the transcontinental beefsteak championship as well as the motorcycle honors. It takes an enormous amount of substantial food to sustain endurance during a day-and-night grill of this sort, and Baker did great execution with his trusty knife and fork at regular intervals. At St. Louis he was feeling ravenous, so he told the waiter to get him a man-size steak without delay. Anxious to please, the cook selected a large, thick, juicy one and showed it to Baker before cooking it, inquiring:

"How'll that be, boss?"

Baker looked at it approvingly.

"Fine," he responded, "but—I guess you'd better make it *two* of 'em!"

"*Two?* Why, man, this steak is big enough for any human. Honest, do you mean two?"

"Sure I do. Go ahead, put it on the fire and make it snappy—I'm *hungry!*"

"Two it is then, but listen! I want to *see* you eat these two steaks at one sitting," and 20 minutes later the cook was an admiring and awe-stricken spectator as "Cannonball" stowed away the two big steaks with neatness and dispatch.

* * *

Baker now needs only one more transcontinental ride to make an even five dozen that he has to his credit. The Ace record was his 59th.

* * *

The old myth about four-cylinder engines "getting hot" was definitely put on the shelf by the hard driving that Baker did on this trip. In certain parts of the West the roads were so fearfully rough that it was necessary to ride very slowly, yet considerable power was required, so Baker drove mile after mile in second gear. Between Victorville and Needles fully 50 miles was driven in second or low gear, due to the sandy, rocky lava soil, very rough, with deep dust. The next hard stretch was between Needles and Kingman, in the course of which he rode over Othman's Pass, passing the biggest gold mining center in the United States. Of the 68 miles from Flagstaff to Winslow, Ariz., 50 miles was driven on second or low gear, over a road full of holes, boulders, and big flat rocks—too rough to ride faster than a walk in many places. Practically all of the 36 miles from Winslow to Holbrook was the same kind of slow battling over the desert, with holes, sand, dust, cross washes and ruts. Laguna to Albuquerque was ridden at night, over roads that Baker describes as "awful stuff." The darkness gave a sense of unreality to the desert landscape—like riding in a dream—a very bad dream. Miles and miles of low and second gear, fighting a way up steep hills and through deep sand. It took an hour and a quarter to ride 20 miles across this district, and anyone who knows how "Cannonball" hits the rough stuff can understand that it must have been fierce.

* * *

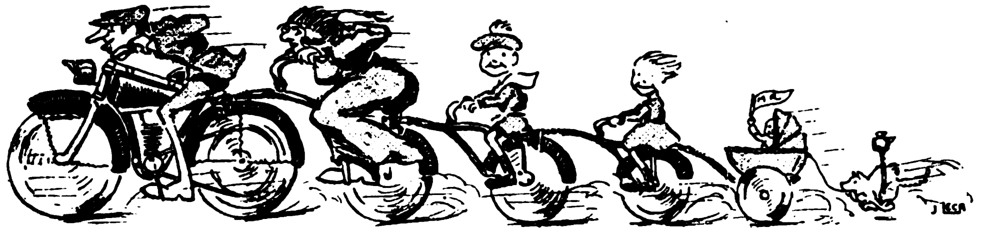
Baker reports that although in some of the western sections he drove continuously on second and low gears as far as 300 miles at a time, there was not the least tendency toward undue heat, and the motor was always fresh and ready to be up and at it for a steeper grade or harder pull.

* * *

An incident at Albuquerque illustrated the keen interest aroused along the route by Baker's exploits. After he had signed the hotel register the clerk looked at the signature, then bobbed his head up and gazed intently at Baker's face a moment. "Say, are you the 'Cannonball' Baker that has been through here before on transcontinental trips?" he queried excitedly. When Baker pleaded guilty the hotel man started for the door, saying. "Do you mind if I call in a reporter from our newspaper? The folks here will want to know all about your being in town!" So he got the newspaper man on the job and Baker was interviewed and questioned and congratulated until he shut off all conversation by retiring to his room for a couple of hours of sleep.

* * *

Baker stayed in Philadelphia for a few days after finishing his ride, to give the Ace folks a chance to ask him questions about all the details they wished concerning his performance. Then he took a Tuesday afternoon train back to home and Indianapolis, where he has a chicken farm with 3,000 chickens of assorted sizes and varieties that occupy his attention between record rides.



A suggestion from "Moto Revue," Paris

What Motorcycle Clubs *and* Riders Are Doing

GOLDEN GATE CLUB SMOKER

San Francisco, Cal.—The latest smoker of the Golden Gate Motorcycle Club was enlivened by some good boxing bouts, the leather pushers including members as well as outside professional talent. Bob Hunt, a club member, contributed several good vocal selections, and at the big feed there was a pie-eating contest which was won by "Dutch" Foest.

CROTONA TAKES TO THE AIR

New York—Paul Rick has arranged an excursion in the air for members of the Crotona Motorcycle Club. It will take place Sunday, Oct. 15. All members of the Crotona Club, and all other motorcyclists who want to be on hand at 79th street and the Hudson River at 10 o'clock Sunday morning will be given a chance to get a bird's eye view of New York at reduced prices. The air boat company has arranged to take the motorcyclists on the regular $10 trip for the reduced rate of $3.75.

POLO AT COUNTY FAIR

Fresno, Cal.—The motorcycle polo game at the Fresno County Fair, given as an opening feature, was won by the Harley-Davidson team over the Salmon & Wilson team by a score of 1 to 0. The game was fast and good. There were no accidents. George F. Metcalf was referee and manager; H. D. Wilson and D. A. Reed, officials. Dick Springston, R. H. Nordgren, Ray Salmon, Sprouts Elder, Claude Parker, Harry M. Rieman, Red Springston, Henry Wilt, Guy Morrow, James G. Christman, Roy Earnshaw and Claud Salmon constitute the team and leaders of the Fresno Motorcycle Club.

BAY RIDGE DOINGS

Bay Ridge, L. I.—Chas. Cline, the Harley-Davidson speed demon, finished first out of the five signed up with the New Jersey M. C. jaunt on Oct. 1. Although he was pinched at Lakewood for not shutting off his gas on time, it did not stop him from reaching Newark on time. All Charley had on his mind was a bet made by Charles Boutelle. H. Struthers, riding an Indian, finished close behind Cline. Thor Nelson, riding a 74 Harley-Davidson, finished third, with John Halgren, also riding a Harley-Davidson, close behind. Sig Andersen, riding a Harley-Davidson, was forced to quit on account of motor troubles.

ANNUAL PICNIC AT MARION, IND.

Marion, Ind.—On Sunday, Oct. 29, the Entronuse Motorcycle Club are staging in Marion, at City Park, the annual picnic and field day to which all motorcycle riders are invited. Riders from as far north as Lansing and Grand Rapids, Mich., several points in Ohio and various parts of Indiana will attend. There will be a number of new and unique contests and a real-for-sure motorcycle polo game. Great interest centers around the new 1923 electric model H-D motorcycle to be given away free. All visiting motorcyclists will be urged to arrive before noon, for some of the contests will be staged in the morning hours and resumed immediately after the picnic dinner.

TRACY'S SECOND HONEYMOON

San Francisco, Cal.—If anyone thinks a motorcycle with side-car isn't an ideal way of showing the wife and the kiddy mountain scenery he ought to ask M. C. Tracy. The former president of the San Francisco Motorcycle Club has just returned from a tour through the high Sierras with Mrs. Tracy and their child. In a Harley-Davidson, with side-car, they traveled over 1,000 miles, mostly in high altitudes. "It was all joy and not a bit of trouble," said Mr. Tracy, who is now back on the job at the Dud Perkins agency. After their mountain trip the Tracys enjoyed a week's outing in Grass Valley.

JAZZ CLUB IN NEW HOME

San Francisco, Cal.—The Jazz Club, reputed to be San Francisco's most exclusive motorcycle organization, has moved to new club rooms at 850 San Jose Avenue. In addition to all conveniences in the way of rooms, such as reading-room, clubroom, etc., there is also a well equipped repair shop for the use of members. All Jazz men may freely use the tools in this shop. The Jazz Club was founded in 1909 and is reputed to be a strong organization, but it has held somewhat apart from general motorcycle activities. Its only officer is a secretary, who handles all the business of the club. Floyd Van Tassel is the present Secretary. In spite of their exclusiveness, the Jazz Club men are all known to be good fellows and are popular among members of other clubs, who consider it quite a distinction if the Jazz Club turns out for any of their events. Speaking of the organization, George Sample, one of the Jazz Club members, said: "The club is composed of a bunch of boys who all seem to have the same ideas. We have no disputes and, before admitting any new member, we always like to know whether the applicant for membership will be in harmony with the rest of the bunch." Mr. Sample added that, although founded thirteen years ago, the Jazz Club has never joined the M. & A. T. A., but as a good many of the members now belong the club is contemplating taking out a membership. The big annual event of the Jazz Club is a two-weeks' outing to Feiges' Canyon, near Calistoga, where one of the members has a country home. This is headquarters for many rides through the country immortalized by Robert Louis Stevenson, and even further afield. The Canyon has hot springs, sulphur baths, etc. The Jazz Club is just starting on its annual outing. Many of the men are Indian riders.

AMONG THE DEALERS

HAMILTON BUYS ONE

Hamilton, Ohio—Hamilton has just purchased a new Harley and sidecar from the Duersch Cycle Co., Harley-Davidson dealers here.

WATCH OUT, SPEEDERS

Muskegon, Mich.—The Raymond Cycle Co., Harley-Davidson dealers, has just sold a new machine to the Muskegon Heights police for traffic work.

TWO MORE TRAFFIC COPS

Cleveland, Ohio—The Lister Motorcycle Co., Harley-Davidson dealers, have sold a machine to the North Olmstead, Ohio, Police Department; also, another new machine has been sold to Cleveland department for traffic work.

A GOOD INVESTMENT

Zanesville, Ohio—Clark Sturtz, Harley-Davidson dealer, has sold the Police Department a new electric and sidecar to patrol the city and National Highway. Mr. Sturtz claims that this outfit paid for itself the first few days it was in use.

NEW DEALER IN LEXINGTON

New Lexington, Ohio—Cecil Risher, of New Lexington, has opened a motorcycle store here and has taken on the Harley-Davidson. Mr. Risher has taken on the Harley agency for Perry County and claims that prospects for new sales are very promising. He ordered out two new machines for immediate shipment.

GOOD IS DOING GOOD

Shelby, Ohio—Walter Good, Harley-Davidson dealer at Ashland, Ohio, has sold the Police Department a new machine and sidecar for traffic work. Mr. Good claims that this has been the best year he has ever had for fall business and has made several sales for spring delivery.

HOOPER BUYS OUT SYKES

Trenton, N. J.—John P. Hooper has purchased the entire interest of John Sykes in the motorcycle and bicycle business heretofore conducted at 145 North Broad street, Trenton, by Sykes and Hooper, under the name of John Sykes & Co. Hooper will contine the business in his own name.

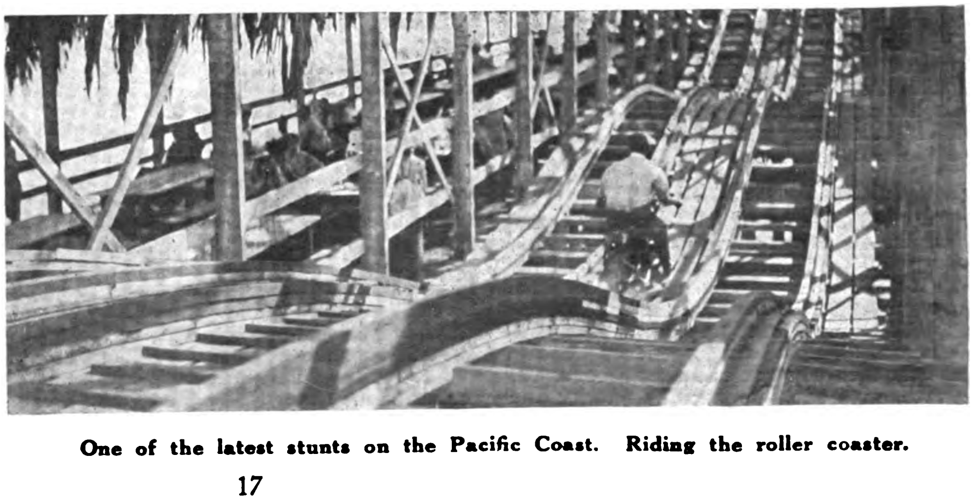
NEW DEALER ENTHUSIASTIC

Washington Court House, Ohio—Mr. Chaffin, who has just taken on the Harley-Davidson for Fayette County, Ohio, reports his first sale to the Washington Court House, Ohio, Police Department, and seems very much enthused over the outlook for business, as he claims that this territory has not been worked for several years and that he has created some good prospects and intends to put motorcycles back on the map in this section of the State. Some of the smaller towns in this section of the State are now falling in line for machines for police work.

WENTWORTH'S NEW STORE

Pensacola, Fla.—The contract on a modern store building for T. T. Wentworth, Jr., Inc., has been let and work started. It will be among the best store buildings in the city. Wentworth handles bicycles, supplies, sporting goods and maintains a general repair shop. He went into the bicycle business in 1914 at which time he was a boy in his early teens. He set a goal at a modern building to house his business, and by continuous application and persistent advertising he has at last realized his dreams and will have perhaps the most modern sporting goods store in the State of Florida.

Bicycle business in Pensacola has for the past several years been on the boom owing to the extensive publicity by Wentworth.



One of the latest stunts on the Pacific Coast. Riding the roller coaster.

With *the* Trade

GASOLINE PRICE CUT

New York—Standard Oil Co. of New Jersey has cut price of gasoline two cents in North Carolina and South Carolina.

STEWART-WARNER MAKES RECORD

Chicago — Stewart-Warner Speedometer Corporation sales this year are 80 per cent. over a year ago and one-third more than all of last year. Sales in the third quarter equaled second quarter, which was a high record, and show no let up since.

INVITED TO JAPAN

New York—Executive Secretary McCarthy of the Cycle Trades of America, has received an invitation from the Osaka, Japan, Municipal Department of Commerce and Industry to the bicycle, motorcycle and accessories' manufacturers of America to exhibit at the Osaka Commercial Exposition, March 15 to May 31, 1923.

BICYCLE GRIP EXPERT PETERLIEN

Grand Rapids, Mich.—"There are grips of all kinds for bicycles, but I make some of the best," says C. E. Peterlien. "I am always experimenting and testing new ones. Any day I may surprise the bicycle industry with a new one." Business is good with Mr. Peterlien. Will he be at the New York Show? You can bet-you.

NEW SOUTH WALES

Sydney, N. S. W.—The firm of Delandro & Van Dyck announce themselves as dealer riders with one hundred per cent. faith in the motorcycle and their ability to handle anything in connection with it. They would like to get in touch with American manufacturers seeking representation in New South Wales' territory. The firm address is 20 A Cooper street, Redpen, Sydney, N. S. W., Australia.

OPTIMISM AT CYCLONE

Benton Harbor, Mich.—J. M. Eaton, president of the Cyclone Motors Corp., believes in taking your time. "Perfect your product, then go ahead," he says. The first machines will be shipped within 90 days, he says. Plenty of orders on hand to keep them busy many months after production has started. They have applied for space at the New York Show in February, where the dealers in the East may get acquainted at first hand.

BUSINESS DOUBLES

Washington, D. C.—A big increase in the automobile and motorcycle business is indicated by tax figures for the month of August just made public by the Commissioner of Internal Revenue. A total of $8,698,990 was collected in taxes on motorcycles and passenger automobiles during the month, it is stated, against $3,631,678 in July. Collections from the tax on accessories and parts during the month amounted to $3,554,840 as compared with $3,123,019 in July, and $3,998,639 in August of last year.

PLASS FULL OF PEP

Philadelphia, Pa.—C. W. Plass, General Manager, Ace Motorcycle Co., is constantly boiling over with energy and full of enthusiasm for the Ace machine. Every detail of this organization at his finger tips. A sportsman who believes in sport and plays it as a sportsman. Out to win, whenever he can, backs the men who are out after records for the Ace, with such pugnacious vitality and confidence, that he gets results. Watch this young man. He is a coming factor in the motorcycle industry.

SANBORN BACK WITH N. Y. SPORTING GOODS

New York.—Howard J. Sanborn, representative of the New York Sporting Goods Co. in New England for the past ten years, who earlier in the season joined the Edwards Crist Co., has now returned to the first love and will now cover the New England States of Connecticut, Massachusetts and Rhode Island, also the northeastern part of New York State from Peekskill to Albany. Mr. Sanborn will establish Pierce and Emblem bicycle agencies, and Hartford tire agencies for 1923. He will also sell the well known line of Victor velocipedes Mr. Sanborn is very well liked by the trade and will be warmly welcomed back by his New England friends.

EMPLOYMENT INCREASES

Washington, D. C.—The most encouraging sign of increased employment and prosperity is a threatened common labor shortage in all parts of the country, according to a monthly review of the labor situation throughout the United States just issued by the United States Employment Service. Returns from 65 large cities show that in 48, employment has increased during the month. A total of 1,428 concerns were surveyed by special agents of the service, and it was found that 28,668 more employees were carried on the payrolls on September 30 than on August 31.

WALTER LEARNS ABOUT THE EAST

Milwaukee, Wis.—President Walter Davidson, of the Harley-Davidson Motor Co., Milwaukee, Wis., in his recent motorcycle trip to New York with Bill Harley, kept his eyes peeled for more than historical scenery. He got in touch with the Eastern situation, the feel of the market and what the dealers were thinking about. Now he quotes facts and figures that interest his associates. He states the New York Show will be this coming year the biggest affair the industry has ever seen. The Atlantic Seaboard States have a motorcycle registration of over 37 per cent. of the total for the country and 30 per cent. of this registration is within 200 miles of New York City.

WICO MAN GOES CALLING

Springfield, Mass.—Manager Chevellier, of the Northwest Wico Company, who recently made a trip from one end to the other of California, calling on the dealers in that territory, reports a marked improvement in general conditions as well as in Wico business. Among those on whom he called were the Harley-Davidson agencies at Redding and Vallejo, the Ace agency at Vallejo, Mr. Rose, Indian dealer, Oakland; Mr. Burke Hanford, Excelsior and Indian dealer, Vallejo; Pacific Motor Supply, San Francisco; Excelsior, Henderson agency, and Mr. Olcutt Cumins, Ace dealer, Mr. Dudley Perkins, Harley-Davidson dealer, San Francisco; the Henderson agency, San Jose; all dealers in Santa Barbara; Haverford Cycle Company, Ace agency, Los Angeles; Pacific Motor Supply Company, Los Angeles; Jimmy Urquhart, San Diego; Carriker & Crow!, Orange; Mr. Williams, Indian dealer, Pomona; Nelson & Trent, Indian dealers, Bakersfield; Ray Seymour, Ben Brazee, Salmon & White, Fresno; Mr. Artley, Tulare; Mr. Horr, Indian dealer, Stockton; Mr. Cameron, Indian and Excelsior dealer, and Tenant Lee, Henderson Motorcycle Sales Co., Sacramento, and Chapman Brothers, Indian dealers, Chico.

BAILEY ISN'T LISTED AS A SALESMAN

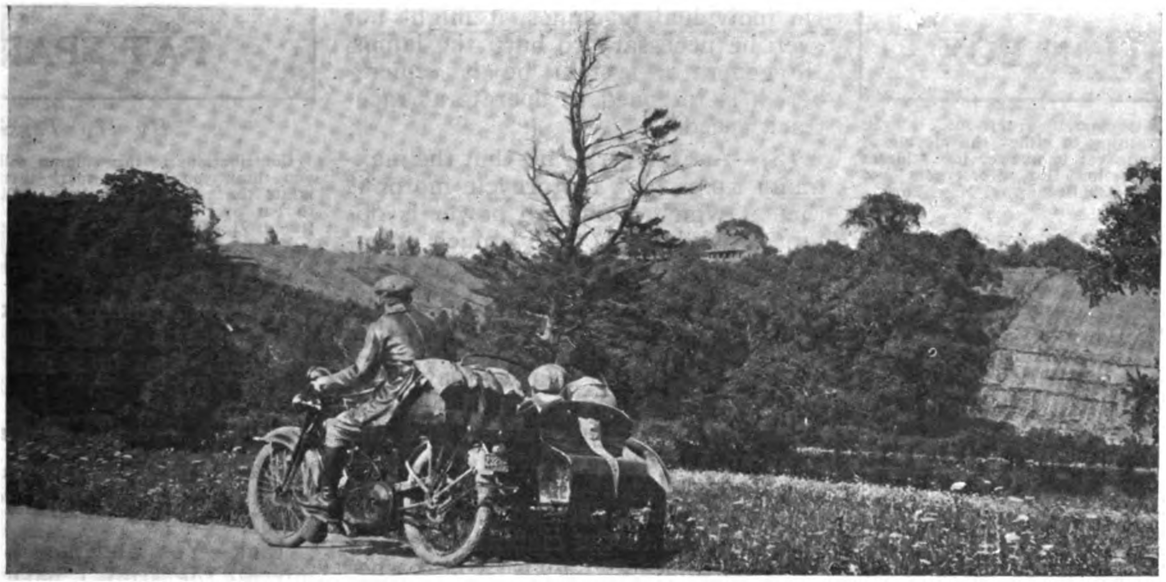
Philadelphia, Pa.—But he is a super salesman. He has managed successfully for the Ace Motorcycle Corp. a campaign of advertising, that has made the Ace one of the most talked of machines. Bailey speaks to thousands by using sales talks via printer's ink that produces sales. He is a forceful and interesting writer and has real news sense, that gets his story across. The man behind the scene who makes you think of the Ace, when thinking motorcycles is Paul Bailey. He knows the trade paper that has reader interest, largest circulation to buyers and best service to advertisers.

BICYCLES IN ENGLAND

Chicago, Ill.—The Mead Cycle Company has received a letter from the branch factory at Birmingham, England, in which their English representative says: "The English government has recently been taking out statistics of all kinds of vehicles in use on our roads. The information will include the number of push bicycles which will pass selected points during a certain period, and it is very interesting to note that during one day last month, upwards of 20,000 bicycles passed over Magdalen Bridge, Oxford, which town, as you may be aware, is a university one. According to recently compiled statistical records, it is estimated that there are, at present, in use, in Great Britain, not less than ten million push bicycles, so it looks unlikely that there can be a slump in the demand, but that on the other hand, the business is likely to go on improving and increasing in the years to come. The editor of one of our bicycle newspapers holds this opinion, and states that there are at least three times as many bicycles in use today as there were 20 years ago, and opines that it is safe to prophesy that the number will be trebled again inside of 20 years. This writer lays stress on the popularity of the easy payment business for increased sales.

ASK WAR TAX REMOVAL

Washington, D. C.—A campaign for the removal of all war excise tax laws will be undertaken when Congress reconvenes, the National Automobile Chamber of Commerce having taken the first step in this direction by sending letters to various members of Congress asking them to work for the removal of taxes. It is pointed out that while in some instances the amount of tax was reduced by the 1921 law and in other cases the tax was entirely removed, there are still a number of excise taxes which, it is claimed, are hampering business. Among the taxes which the National Automobile Chamber of Commerce seeks to have removed are those on motorcycles, bicycles, tires, parts and accessories. It is pointed out by the Chamber that the desire of Congress to repeal discriminatory war excise taxes is definitely indicated in amending the 1918 tax law by removing such taxes on some articles and reducing them on others. In no case, it is asserted, did Congress increase such taxes or add new ones. It is pointed out, however, that the taxes alleviated or removed were chiefly on those articles which are considered more or less luxuries, such as chewing gum, furs, perfumes, and toilet waters, and it is claimed that the taxes left in many instances affect things which are of more necessary character. An effort will be made to get other national organizations of various industries to take up the move so that when Congress reconvenes it may be confronted by a mass of data showing how industry would benefit from removal of such taxes.



If you ride a motorcycle you don't have to twist your neck through the arm braces or peer through a dusty glass shield to see this wonderful view on the Albany Post Road.

AN INSPIRATION

Harley-Davidson Does 60% More Business Than Last Year—Mac-Con Products Men Have Sleeves Rolled Up—Cyclemotor Corporation Receives Many Orders

By F. M.

WHEN the blue devils hover around, and the mists of uncertainty appear, visit the plant of Harley-Davidson.

I saw them months ago when things cycling looked drab and dreary and the glooms possessed most of us. But no complaining there, no idle wishing; instead, a plant stripped for action, with everyone grimly battling for business.

I saw them again last week. "How's business?" "We are 60% ahead of last year!" "What's the prospect for next season?" They invited me to look at the new 10,000 square foot addition they are building to their plant. Verily, by their deeds shall ye know them!

Typewriters Hum

You enter the H-D plant to the hum of many typewriting machines. "Busy place," you say to yourself. A gray-haired diplomat asks your business and promptly ushers you in. Whichever way you look, you see workers—working quietly, contentedly, efficiently.

If I had but two words in which to state my impressions of the H-D Co. they'd be: "Quiet Efficiency."

A writer reporting a hotly contested ball game remarked whimsically: "I'd give half my life to hear a little of the language a ball player uses on the field."

If you are in the cycling trade and want to know what H-D says about you, I'll tell you, free. They say—NOTHING. Never have I heard them even mention any other firm. They mind their own business; they mind it to such good purpose that from a back yard shack less than 20 years ago, they have a plant that this year (not their biggest year either) will do a business of about Eight Million Dollars! Which is some business for any firm in any line.

Great is Harley-Davidson, and great the inspiration of their example!

Arthur and Bill Have a Camera Date

I saw Walter Davidson, Kleimenhagen, and T. A. Miller. They told me Arthur Davidson and Bill Harley were out getting their pictures took with a flock of fish they'd caught, so they might have evidence of their prowess with rod and reel to present to a world skeptical of fish stories. What's that? No, sir, I didn't see the fish but I really don't think they'd lay that heavy barrage just to deceive me. So I for one, when Arthur flashes that picture on me, am prepared to believe that Arthur and Bill caught the fish—honest I am.

Mac of the Mac-Con

Stopped at Buffalo between trains to see how our old friend H. J. McCauley was making it with his new enterprise, Mac-Con Products, Incorporated.

He was working with a vim, sleeves rolled up, trying to keep up with orders. Equipment now about all in, so don't hold back any orders. Mac will find the way to fill them promptly.

Saw C. J. Connor, secretary-treasurer, also. He's there—had his sleeves rolled up, too. Workers both!

Cyclemotor Gus

Couldn't pass Rochester and not drop in to see Gus Rice. He slipped a paper under the desk blotter when he saw me. "What's that?" "Nothing," said Gus. "How's business?" "Fine, see these domestic orders, and these from France, and these from Italy," and so on. "I didn't know so much geography. But what did you hide, Gus, when I came in?" "Nothing," said he, with a happy grin. "Nothing h——!" If a big piece of news doesn't break from the Cyclemotor camp soon, I misread that mighty satisfied look on the handsome countenance of Gus Rice.

AGED WOMAN BICYCLE FAN

MRS. LAURA WILLIAMS, who lives on a farm near Federalsburg, Md., and who is 72 years old, rode a bicycle from her home to Seaford and late in the afternoon she mounted her wheel and rode back home. There are very bad dirt roads between Seaford and Federalsburg. She made the trip to Seaford in one hour and 20 minutes, a distance of 12 miles, and on the return trip consumed about the same time. Mrs. Williams, who has been riding bicycles for a number of years, stated on her arrival here that she was not fatigued by the long ride over the bad roads and that she could have ridden on for several miles more.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Yale Parts

(1)—I have a 1914 single cylinder Yale. Where can I get repairs for it.

Rockport, W. Va. J. J. Lemon.

Answer

(1)—Try Motorcycle Parts Mfg. Co., 2030 Wabash avenue, Chicago.

Adjusting the Gearing

(1)—I have a Sears De Luxe twin which formerly had a 27-tooth rear wheel sprocket and a 14-tooth engine sprocket. I find that I cannot get a 27-tooth sprocket to replace the present one and must use a 33-tooth instead. What size engine sprocket will I need to get the same gear ratio as originally provided?

WILLIAM E. BOEHM.
Fitchburg, Mass.

Answer

(1)—Fit a 17-tooth sprocket to the engine shaft.

Pocket Valves and Generators

(1)—What is meant by a "pocket valve," as the X, for instance?

(2)—What would be the result of sustained high speed on a generator-equipped Harley-Davidson?

(3)—Please give the maximum r.p.m. of a 61 and an "E" Harley-Davidson, also of the Indian Chief and the Reading-Standard.

GEORGE E. NORTON.
Brooklyn, N. Y.

Answer

(1)—This is one of the so-called popular automotive terms and refers to the "L-head" type of motor. In this type, there is a chamber at the side of the cylinder-head in which the inlet and exhaust valves operate. There are two arrangements of the valves: inlet over exhaust in one chamber, and both valves side-by-side in a single or divided chamber. The Excelsior has the first arrangement and the Reading-Standard and Indian Scout and Chief the second arrangement. The term "pocket" refers to this valve-chamber. It has nothing to do with the form of the valves.

(2)—If the storage battery was in good order and the lamps switched on, there appears no good reason why the generator should not operate without trouble. The burning of the lamps is a matter of precaution at high speeds. On individual machines, it might not even be necessary to burn the lamps. No generator system, be it remembered, is intended to operate at race-track speeds.

(3)—As it is very rare that the maximum r.p.m. of a motorcycle motor is that at which maximum power is obtained, we have not paid much attention to maximum r.p.m. No two motors give the same horsepower or the same r.p.m. under similar operating conditions. As you do not state which types of 61 and "E" Harley-Davidsons you mean, you can figure about 3200 r.p.m. for maximum power and the same for the Indian Chief. The Reading-Standard will be slightly less r.p.m. For more detailed information, we refer you to the manufacturers of these machines and advise you to specify what year or type you want the information on in each case.

SECRET TIME RUN RULES

By Armour Anderson

SECRET time runs are more or less popular, especially in the East. There are various ways of arriving at the time schedule, but that of the Reading Motorcycle Club seems to be as satisfactory as any.

At a meeting previous to the date set for the run, each rider present is given a ballot. On the ballot he writes the schedule he thinks should be followed. It may be anything he chooses so that it does not exceed the M. and A. T. A. limit of 22 miles per hour. All the ballots are placed in the hands of some disinterested party, possibly the local representative of one of the tire or oil companies, or a newspaperman. He seals up the cards and keeps them until the run is over. Then the different schedules are added up and divided by the number of cards deposited. The average is the time schedule for the run. It is not necessary for a rider to vote on the schedule to qualify for entry into the contest.

The scoring is the same as for a regular endurance run. Each rider has 1,000 points to start with and is penalized one point for every minute he is late and two points for every minute ahead of time. The contestants start a minute apart. The advantage of such a run is that it is the mildest sort of competition, and attractive to the novices as well as interesting to the older riders. The Reading plan is to combine the secret time feature with a social run, say a visit of the Reading club to a neighboring city, not too far away. Thus the element of competition is combined with that of sociability without spoiling either feature. By charging a small entry fee, say 50 cents, money is available to provide prizes for the winners.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Denotes Experience

Those half-mile track experts do hug the inner waist line of the track in a way that indicates practice evenings.

The Process of Deduction

Mack—Have you got all your equipment ready for your cross-country tour?

Jack—Yes, and now I have to pick out all the stuff I have to leave behind.

Motorcycle Racer's Dictionary Definition No. 2

Spark Plug—a nag, sparker, fire pencil, spitter.

Only a rider who keeps his tires inflated has any right to ride about with his chest inflated. So writes the wise old philosopher, Akron.

This Is for Dry Eyes

Under the grass
Lies Barney Dale;
He rode after drinking
Some "ginger ale."

European Conservativeness

In Europe they call the guy that is always hanging around and telling you how to do the repair job a "kibitzer." In America we call him something a little worse than that. Name him yourself—then crown him.

Hey, Larry! Turn off the fun spigot—here comes something serious.

The Code of a Good Sport

Thou shalt not quit.

Thou shalt not alibi.

Thou shalt not gloat over winning.

Thou shalt not be a rotten loser.

Thou shalt not take unfair advantage.

Thou shalt not ask odds thou art unwilling to give.

Thou shalt always be ready to give thine opponent the shade.

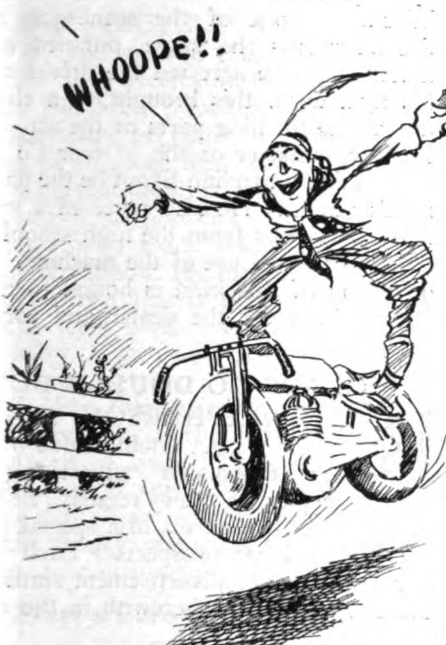
Thou shalt not UNDER estimate an opponent, nor OVER estimate thyself.

Remember that the game is the thing, and that he who thinketh otherwise is a mucker and no true sportsman.

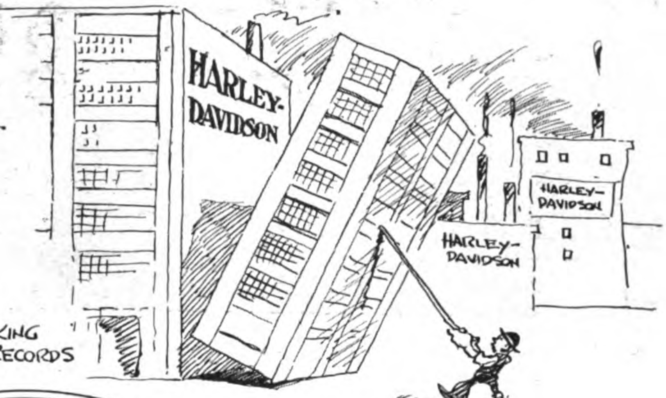
Honor the game thou playest, for he who playeth the game straight and hard wins even when he loses.

Alright, Larry, turn her on again.

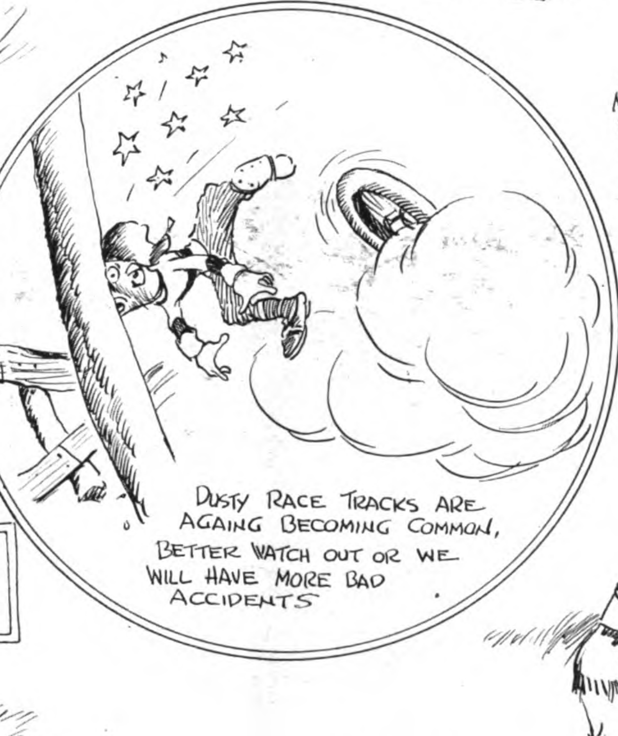
WEEKLY WHIRL of WHEELS


WHOOPE!!
RECORDS

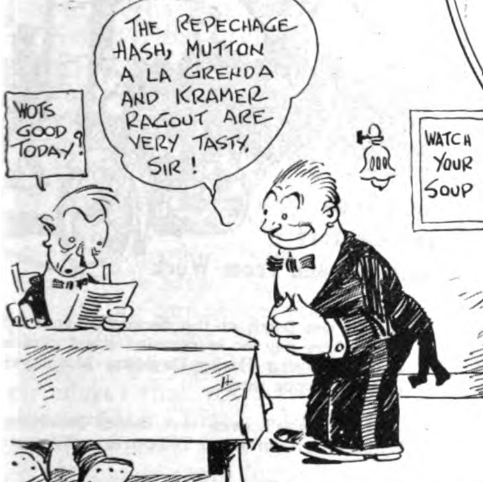
DON MARKS IS HAVING A LOT O'FUN ON HIS INDIAN BREAKING 30-50 DIRT TRACK RECORDS


HARLEY-DAVIDSON
HARLEY-DAVIDSON
HARLEY-DAVIDSON

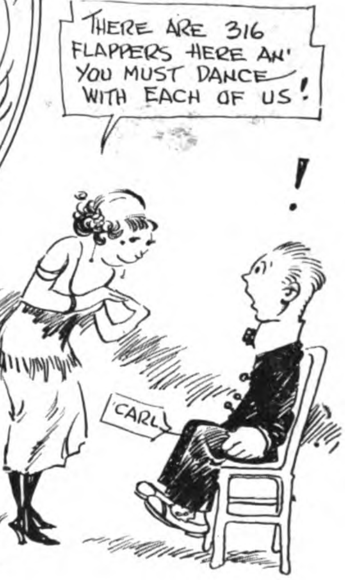
THEY'RE SLAPPING 10,000 MORE SQUARE FEET OF FLOOR SPACE ON THE MILWAUKEE PLANT OF HARLEY-DAVIDSON MOTOR CO.



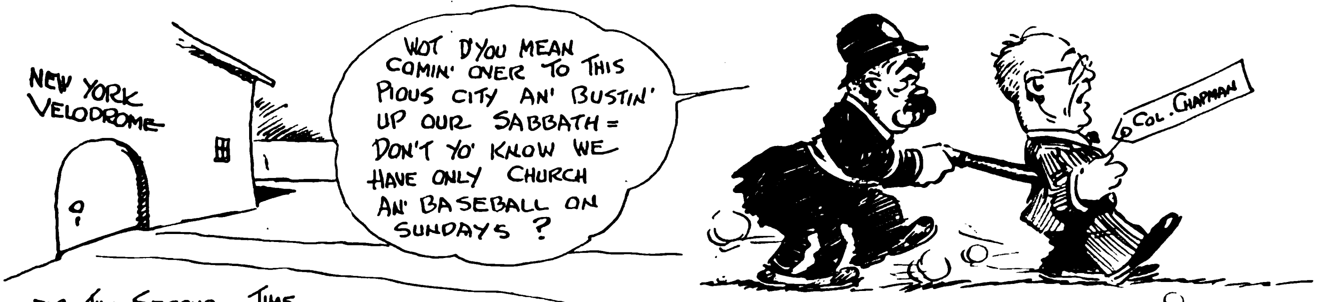
DUSTY RACE TRACKS ARE AGAING BECOMING COMMON, BETTER WATCH OUT OR WE WILL HAVE MORE BAD ACCIDENTS


WOTS GOOD TODAY?
THE REPECHAGE HASH, MUTTON A LA GRENDA AND KRAMER RAGOUT ARE VERY TASTY, SIR!
WATCH YOUR SOUP

ANTICIPATING A HARD WINTER, HANS OHRT GRABS A JOB AS LIEUTENANT-COMMANDER OF BARNEY RICHTER'S CATERING SHOP IN EAST ORANGE

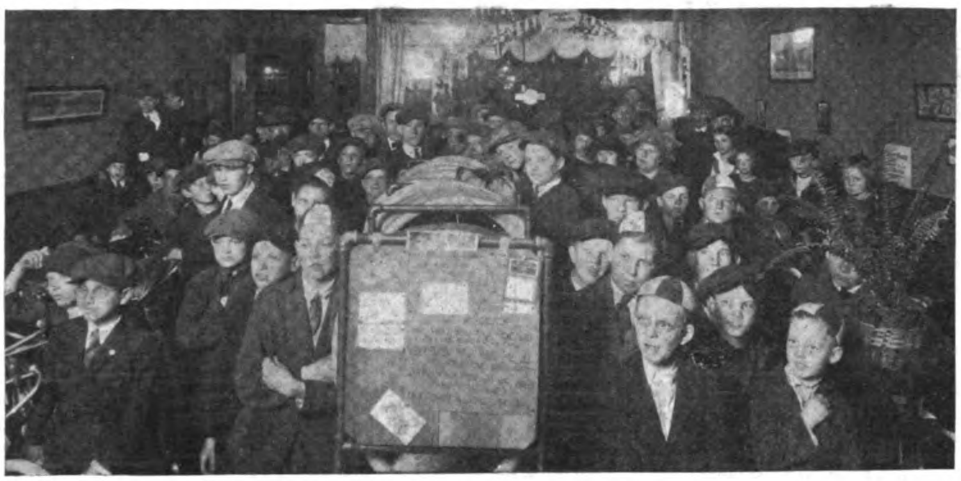

THERE ARE 316 FLAPPERS HERE AN' YOU MUST DANCE WITH EACH OF US!
!
CARL

BAY VIEW WHEELMEN HONOR CARL HAMBACHER, WINNER OF THE AMERICAN ROAD CHAMPIONSHIP, WITH A RECEPTION AND DANCE

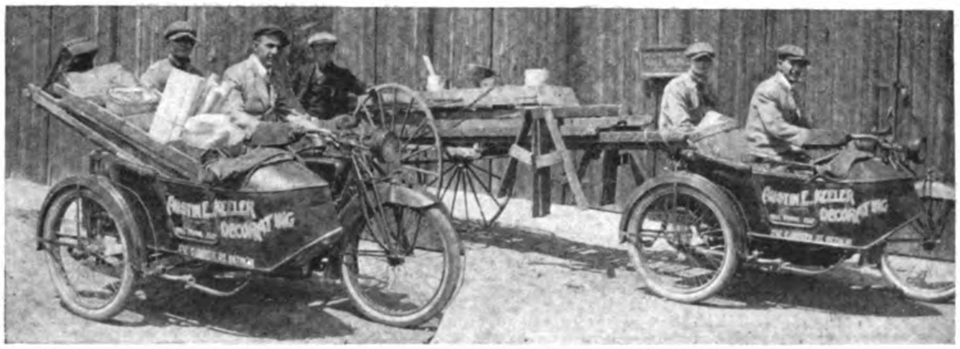

NEW YORK VELODROME
WOT D'YOU MEAN COMIN' OVER TO THIS PIOUS CITY AN' BUSTIN' UP OUR SABBATH = DON'T YO' KNOW WE HAVE ONLY CHURCH AN' BASEBALL ON SUNDAYS ?
COL. CHAPMAN

FOR THE SECOND TIME COL. CHAPMAN IS PINCHED FOR RUNNING SUNDAY BICYCLE RACES IN NEW YORK CITY

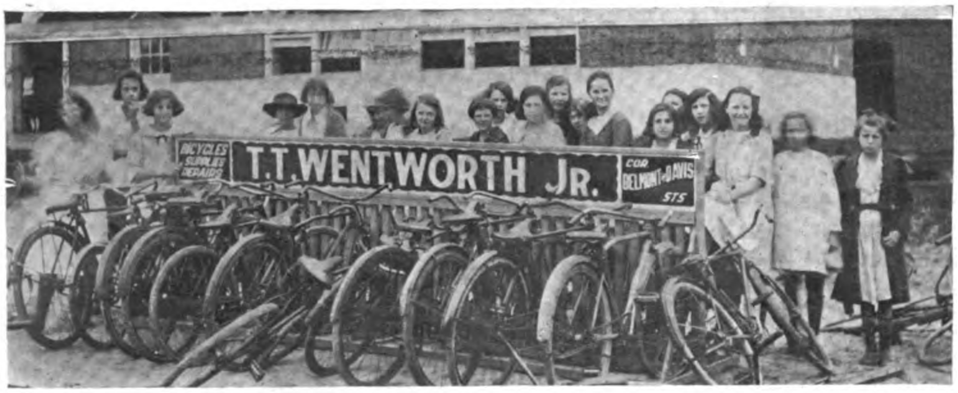
Howard Freeman



Oscar C. Lenz, proprietor of the Bike Shop at Lansing, Mich., recently staged a guessing contest and gave souvenirs to the kids. This is a picture of some of the youngsters who nearly mobbed his store. He got the names and addresses of a score of live bicycle prospects.



AUSTIN E. KEELER, of Bethlehem, Pa., whose business is paper hanging, painting, and decorating, sends in a couple of pictures of his sidecar and trailer outfit. The sidecar load at the left, he says, contains one extension plank, 10½ feet when open; a 6-foot folding table; a pair of trestles; a 5-foot step ladder; a 6-foot step ladder; a 6-foot straight edge; bucket of paste; bucket plaster of Paris; four empty buckets; two packs of tools; wall paper enough to paper two rooms, and two passengers. At the right a trailer load is added to the sidecar, and he says he thinks nothing of making thirty miles an hour with either combination. "Every auto dealer I come in contact with," he writes, "thinks I am trying to do with a motorcycle what I could do a whole lot better with a truck, but every one of them gets the short end of the argument when I show him what I can do with a motorcycle. If business men could be shown to what advantage a motorcycle can be used I am sure there would be ten times as many used in Bethlehem." Looks like it was up to some Bethlehem dealer to get busy!



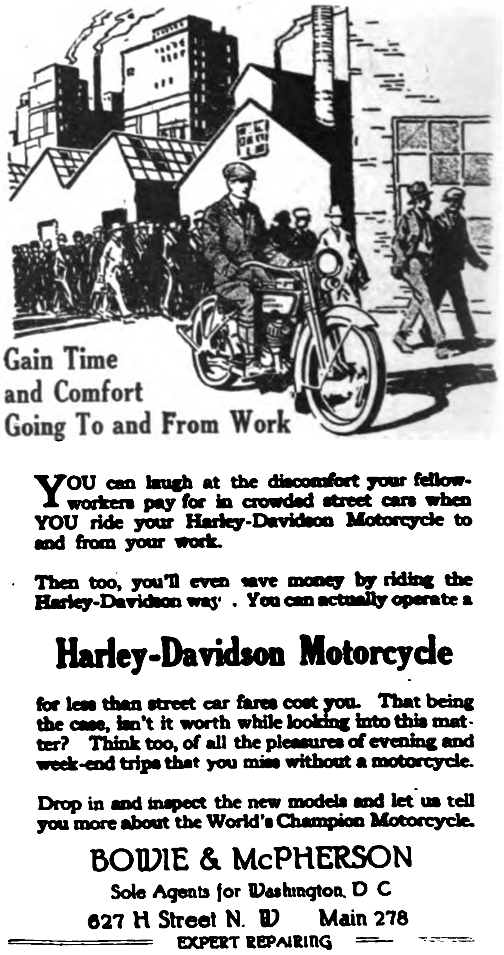
T. T. Wentworth, Pensacola, Fla., writes that he has obtained fine results from furnishing the public schools and amusement resorts of his territory with bicycle racks like the one pictured above.

COUPLING UP WITH HOME TALENT

A NOVEL stunt was pulled off by the Mercer Cycle Co., Seattle, Wash., in connection with a play given by high-school students at Ellensburg, Wash. In one of the scenes an auto dashed across the stage, pursued by a motor cop who arrested the driver after his mad dash, this brought to a climax one of the thrilling parts of the act. Mr. Hewett, manager of the Mercer Co., arranged that an Indian Scout be the patrolman's mount. He also received a warm letter of thanks from the high school authorities for the use of the machine. Co-operation of this kind is bound to make friends both for the dealer and for his product.

MAKE ADS DO DOUBLE DUTY

BOWIE &McPHERSON, Washington, D. C., get double value out of their newspaper advertising by sending copies of their regular Sunday morning newspaper ads to a special mailing list of 1,500 prospects. Each Sunday they have an advertisement similar to the one reproduced herewith in the automotive pages of the Washington papers This is broadcasting to the general public, but to make absolutely sure that the prospect list gets the message copies of the ad are printed and mailed Saturday night to all on the list so that each gets it on Sunday morning.



Gain Time
and Comfort
Going To and From Work

YOU can laugh at the discomfort your fellow-workers pay for in crowded street cars when YOU ride your Harley-Davidson Motorcycle to and from your work.

Then too, you'll even save money by riding the Harley-Davidson way. You can actually operate a

Harley-Davidson Motorcycle

for less than street car fares cost you. That being the case, isn't it worth while looking into this matter? Think too, of all the pleasures of evening and week-end trips that you miss without a motorcycle.

Drop in and inspect the new models and let us tell you more about the World's Champion Motorcycle.

BOWIE & McPHERSON
Sole Agents for Washington, D C
627 H Street N. W Main 278
EXPERT REPAIRING

Get Started on Christmas Business—Now!

By H. J. McCarthy

Executive Secretary, Cycle Trades of America, Inc.

MR. BICYCLE DEALER, do you realize that with the recent reduction in prices on bicycles Old Man Opportunity is knocking fervently at your door? Are you prepared to meet him with open arms and a crystallized smile? Don't place yourself in the position of the Austrian generals who were busy planning to crush Napoleon, feeling that he could not cross the Alps in the winter, Napoleon, a wise bird, was already across the lofty Alps and ready to descend upon them.

Old Man Opportunity, the greatest of all generals, at the head of a potential army of buyers, has already descended upon you and it is up to you to use a little sales strategy and corral all his trusty warriors who need bicycles to continue onward.

Start a Christmas Club Plan

Start your Christmas drive now. Christmas is only eleven weeks away, and you know how time flies! Inaugurate a Christmas Club Plan. If you tried it last year and it did not turn out as successful as you would have liked it to, perhaps it was your fault in not giving it the proper amount of publicity. If you have never given serious attention to the idea before, you have neglected a real, live selling plan. Try it this year. Those dealers who never let the Christmas holiday season slip by without featuring the plan, know its value from a business standpoint and the profit it brings.

It is a simple idea. All you need to do is to put an announcement in your window (and follow it up regularly with newspaper advertisements and circulars) that you have started a Christmas Club Plan. Invite men, women, boys and girls to participate and to visit your store for full particulars. Suggest also in your announcements, if you think it advisable, that you will be glad to call at the house of any person inquiring and explain the terms of the plan. Tell them they can make an initial deposit of from one to five dollars (or whatever arrangements you may wish to make) on the wheels selected and pay so much weekly until Christmas Eve, when the bicycles will be delivered. If any bicycle is not paid for in full up to Christmas Eve, deliver it nevertheless, providing a sufficient deposit has been made, with the understanding that you are to receive the balance as the wheel is ridden. Of course, this plan is nothing more than selling on the installment basis, *but think of the money you will lose if you fail to adopt it!*

Announce the idea now to those people in *your* town who are now planning to make Christmas presents. Don't wait until the last minute to start the stunt and then have people come to you and say: "I spent every cent I had for other presents and while I would like to get a bicycle, I haven't the necessary funds." However, if you *should* meet any such persons, suggest a simple plan of payment, even though payments will no doubt be made long after Christmas for you have a customer right there and you can dispose of a bicycle that would otherwise remain in stock. You are in business to have goods turn over quickly, even though a small margin of profit might be derived, rather than make a slow sale with a big profit.

A real old timer on an ordinary in an English cycling turnout

Above all, keep the youngsters filled up with the Christmas bicycle present idea. They will carry home the message so often that their parents will have to purchase bicycles to satisfy their desires. You know how children are when they have a craving for something!

Have you ever considered selling wheels to Boy Scouts? Do you know that a scout's usefulness is considerably increased if he is a cyclist? That he has the advantage of speed which makes it easier for him to move silently and unseen; that his knowledge of the country surrounding his home town is greater because this extra means of transportation makes it much easier for him to secure it? There are many chances for bicycle dealers to increase their business through Boy Scouts and the opportunities should not be neglected, particularly around Christmas time. Helping the boys in your neighborhood to organize troops means that it encourages the lads to trade at *your* store. *Are you wise?*

Seek Cycling Merit Badge

The cyclists among the Boy Scouts eagerly seek the award of the Cycling Merit Badge given by National Boy Scout Headquarters in New York. In 1920 1,632 badges were awarded, while in 1921 2,610 were distributed, showing an increase of 978, the largest number ever awarded. Isn't that a sure sign that greater interest is being displayed by the boys? To obtain the right to wear this badge the Boy Scout must ride a bicycle 50 miles in 10 hours; repair a puncture; take apart and clean a bicycle and put it together again properly; know how to make reports if sent scouting on the road, read a map and report correctly verbal messages.

According to the last annual report of the Boy Scouts of America, as published by the Government, it is estimated that there are in this country fully six million boys from 12 to 18 years of age. In comparing the percentage of boys in scouting to the number available, it is not unreasonable to hope that at least one-quarter and possibly a third of the six million may be added to the present strength of the organization. It is said there are 11,416 communities with a population of 500 or over throughout the country. At the present time there are troops in only 4,791 of these communities, leaving 6,625 communities without a single troop of scouts. Do you live in one of these scoutless communities? If you do, think of the big prospects there are for you.

C. T. A. Will Help

The C. T. A. will be glad to put you in touch with Boy Scout Headquarters if you are interested in organizing a scout patrol. Or if you haven't the time, talk over the proposition with some local church or school leader and endeavor to interest him. If your town is "slow," so to speak, don't let the good impulse of your community die for want of leadership. Don't wait for someone to come around and crank you up—be a self-starter! You can always get a unanimous vote to do nothing. Frequently it is impossible to get even a majority to do anything. Play safe and *act* now, this very minute, and you will be doing justice to yourself and your business. Make your local troop a cycling detachment.

Write to me at 35 Warren street, New York, for a supply of Christmas cuts and specify the column sizes you want. Indicate also whether or not your paper can use matrices, for all our designs are in that form. However, if stereotypes are wanted we will gladly make up those needed for two cents per square inch, if they happen to be two columns or over, while single column stereotypes are 15c each.

GOOD MILEAGE BY VET

AT the age of 72 years, Daniel Wetmore, of Walnut street, Putnam, Conn., is still "going strong." After rounding off 100,000 miles he declares cycling the most healthful of American pastimes. "A bicycle fan" is only putting it mildly when describing Mr. Wetmore.

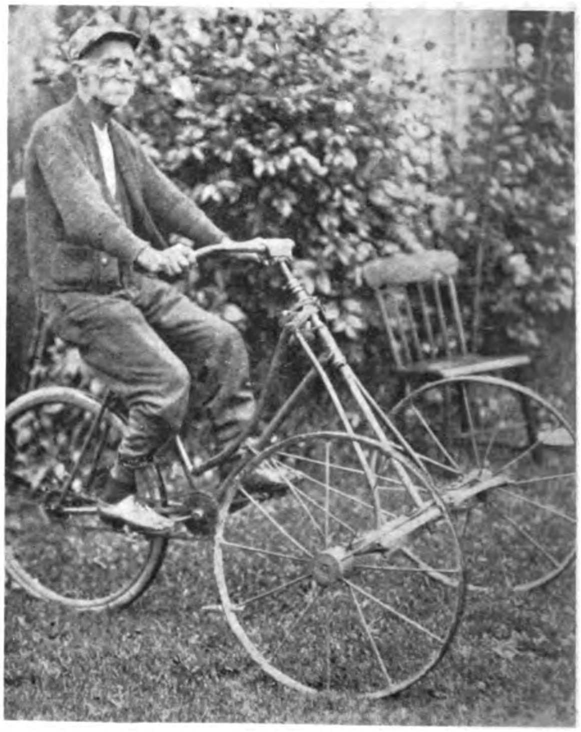
"I grew up in the saddle, lived my life in it and I'll pedal along as long as I'm able," declares Wetmore.

Mr. Wetmore's first cycle was home-made, built by himself; and one of his stable of six cycles is also home-made.

"My first bicycle—it was a tricycle, as a matter of fact—made of wood. The only metal on it was the wheel rims. I pushed that hundreds of miles—and the roads in those days were not as good as we now have. Whenever I appeared in public I was followed by crowds of boys and girls. If the crowd became too boisterous I steamed up and got away, but after a while I had another crowd following me. Horsemen used to follow me, but I couldn't shake them.

"Then the high wheel bicycle came out and I had one of them, and many a header I took. Of course, I adopted the safety when it came out and I've ridden all kinds, from solid tires to pneumatics. I was never a speed artist, and didn't go in for racing, but—say, I didn't have to take the dust very often. I wasn't a century rider either, so you don't see any medals on me, but if the facts were known I have ridden more hundreds of miles in a single day than anyone else.

"I used to go courting on my bicycle—a trip to Worcester, Mass., every Sunday, and occasionally during the week. When I got there she, who is now my wife, and I would go for a spin on the tandem we had there.



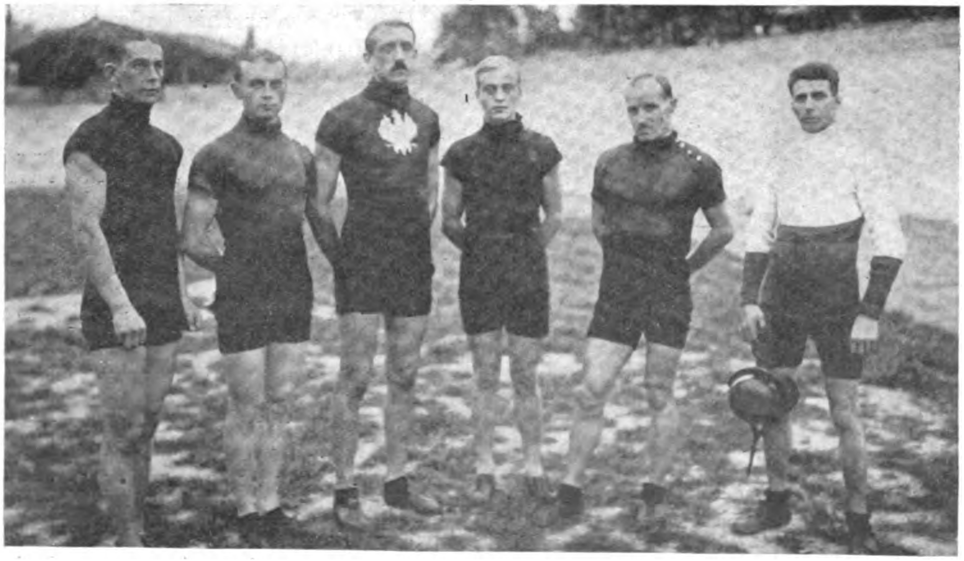
Daniel Wetmore and his home-made tricycle. Mr. Wetmore has reeled off many thousand of miles on his mounts and is still a keen fan at 72.

"Two weeks ago I left here early in the morning for a trip to Crampton, R. I., to visit my brother. I stopped and had dinner with a friend and when I arrived at brother's found that he was out in his flivver and wouldn't return until late. It was then early so I decided to come home. My mileage that day was 114 miles.

"I ride every day, rain or shine. I'll average 20 miles a day now, so you can see when I say I've done 100,000 miles I'm putting it mildly."

Mr. Wetmore was encountered on a State highway just outside of Putnam and he was then riding a tricycle of his own making. "I call this my truck, because I use it to haul loads from my market garden. I can put on 200 pounds and ride along nicely."

The tricycle has two wheels on front and steering is by means of a steering knuckle not at all unlike the steering knuckle of an automobile.



Some Polish cyclists: Left to right, Kaminski, Gedziorvowski; Sxymczyk, the champion; Iko, Poland's famed aviator, who is the terror of the Bolsheviks, Stankiewicz and Dystansowz

HE WAS ONE OF 'EM

———The proprietor of a drug store in a small Indiana town was issuing from the front door of his place when a small boy came tearing 'round the corner at top gait, with his head down, and butted squarely into him.

"Hey, kid!" demanded the druggist. "What's the matter?"

"I'm trying to keep two boys from gittin' into a fight," panted the youngster.

"Who are the boys?" asked the druggist.

"I'm one of 'em."—Irvin S. Cobb in Boston Globe.

Fred St. Onge *in* Worcester, Mass.

FRED ST. ONGE started to work in Worcester, Mass., last Monday, after enjoying a two weeks' vacation. This is the first week on the last four weeks of his 1921-22 agreement with the C. T. A.

The Worcester Post got behind St. Onge and published his material for five days, featuring it on the front page each day and ahead of the world's series news at that. Eight column head lines for four days and a grand total of 185 inches of free publicity together with a full-page of advertising paid for by the dealers, the greatest amount of publicity ever obtained in Worcester for the bike. Not even in the good old days when the annual spring meet of the L. A. W. was held there and when Willie Windle was champion of the world was any such publicity given to the silent steed.

Another bit of publicity, and of the kind that is priceless, was obtained when the Board of Education sanctioned the visits of Fred St. Onge to the public schools to give demonstrations and talks on the value of cycling to the scholars. During the week six of the largest public schools and two of the Catholic schools were visited and St. Onge addressed no less than 4,800 pupils. Assistant Superintendent of Schools Walter S. Young accompanied St. Onge to the Midland Street School to witness the demonstration and immediately sanctioned the visits to the other schools.

A big sociable ride and decorated wheel parade was scheduled for Saturday, October 7, but had to be postponed indefinitely on account of rain and slippery streets. Ten prizes and a silver cup were in the list for the riders with decorated wheels, oldest rider, youngest rider, funny fellows and the silver cup for the school with the greatest number of riders in line. This is the first parade that St. Onge has had to pass up since he became connected with the C. T. A. Lateness of the season and his week being scheduled for Monday, October 9, in Syracuse, necessitated the indefinite postponement of the affair. Worcester dealers realized this and in view of the fact that the paper gave such publicity to the bicycle together with the activities of St. Onge there really was no complaint to offer. Business for this time of year was exceptionally good. Joe Londergan of the Rover Cycle Co. sold six bicycles two days before the ride was to be held and it is a known fact that some great wholesale business was done on the week, as several representatives of the biggest factories in the country got in some good work and incidentally signed up some nice business. During the week St. Onge created some stir with his activities about the city on his high wheel. Valdare, the fancy rider, who was at the A. C. show and convention, was an attraction at the Poli Theatre and this meant more bicycle publicity for the week.

Dealers who were most active during the visit of St. Onge and who co-operated toward the success of the week, are: American Supply Co., J. W. Grady Co. (jobbers), Iver Johnson Sporting Goods Co., Motor Sales Co. (Indian), New England Motor & Supply Co., Rover Cycle Co. (Joe Londergan). Week of October 9 St. Onge is in Syracuse, N. Y., where the Syracuse Journal is behind him; October 16 at Hartford, Conn., and October 23 at Bridgeport will bring to a close the first year of St. Onge with the C. T. A.

GOULLET AND PIANI AGAIN

ALFRED GOULLET and Orlando Piani have been the most consistent of team race winners in races of that kind run at the New York Velodrome and the Newark Velodrome since the manager of the two tracks has put them on. Another win was added to their score at the New York Velodrome on Friday night, October 6. Under conditions that were the same as governing like races the Goullet and Piani team scored a total of 85 points in a 62 1/2-mile race. Second place in the race went to the Alfred Grenda and Fred Hill team, they scoring 71 points, while third place was accounted for by the Alec McBeath and Ray Eaton team with 45 points. Fourth place was taken by Bobby Walthour, Jr., and Charles Jaeger, who scored 43 tallies.

Other teams to finish in the money were the Willie Spencer, American champion, and Cecil Walker, who landed fifth place with 34 points; Willie Keller and Willie Hanley, sixth with 29; Lawrence Gaffney and Fred Weber, seventh with 26 points, and Jackie Clark and Reggie McNamara, eighth with 24 points. The race was ridden in 2 hours, 22 minutes and 58 3/5 seconds.

In the 31 sprints that were run the winners were as follows: Grenda, two; Hill, three; McNamara, two; Goullet, four; Piani, three; Cecil Walker, one; McBeath, two; Eaton, two; Joe Kopsky, one; Walthour, two; Jaeger, two; Anthony Beckman, one; Lloyd Thomas, one; Weber, one; Gaffney, one; Peter Drobach, two; Tommy Smith, one.

A heavy fog settled on the track and made it difficult for the riders and spectators. Several spills were suffered by the riders from hitting the dew-laden black line. Among the riders to take falls were Goullet, who was well shaken up. The 31 sprints follow:

Miles.
2—McBeath, W. Spencer, Keller, Goullet.
4—Piani, Hanley, Madden, McBeath.
6—Hill, Bello, Smith, F. Spencer.
8—Eaton, Walthour, W. Spencer, Piani.
10—Hill, C. Walker, Weber, Clark.
12—Smith, Grenda, Weber, Clark.
14—Jaeger, Bello, Papworth, McNamara.
16—Beckman, Grenda, Taylor, W. Spencer.
18—McNamara, Papworth, C. Walker, Hill.
20—Eaton, Madden, C. Walker, Hanley.
22—Goullet, Keller, McNamara, Hill.
24—Grenda, Weber, Clark, Piani.
26—Goullet, W. Spencer, Hill, Gaffney.
28—Kopsky, Smith, Drobach, Kali.
30—Goullet, Keller, C. Walker, Smith.
32—Walthour, W. Spencer, Hanley, Madden.
34—Thomas, F. Spencer, Jaeger, Goullet.
36—Piani, Hanley, Eaton, C. Walker.
38—McNamara, Papworth, McBeath, Gaffney.
40—Grenda, Hanley, Walthour, Madden.
42—Jaeger, Hill, Gaffney, Goullet.
44—Drobach, Beckman, Grenda, Taylor.
46—McBeath, McNamara, Hill, Gaffney.
48—Piani, Hanley, C. Walker, Madden.
50—Goullet, Keller, Young, Gastman.
52—Drobach, Taylor, Grenda, Hanley.
54—C. Walker, Goullet, Smith, Keller.
56—Walthour, W. Spencer, Grenda, Hanley.
58—Hill, Goullet, Jaeger, Beckman.
60—Gaffney, F. Spencer, McBeath, Walthour.
62½—Weber, Thomas, Goullet, McBeath.
Time, 2:28:58 3-5.

Start of international sprint race at Warsaw, Poland. Left to right, M. Gremier, France; Ali Neffati, Tunis; Carlo Messori, Italy; Ernest Ohrt, San Francisco; Thorwald Ellegaard, Denmark, and Marcel Dupuy, France

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

BARNUM was right and quite a few of them bet on the Yankees to win the World's Series.

* * *

Willie Spencer, the American champion sprinter, is planning to sail for Europe about November 1. Willie will race at the Velodrome d'Hiver, Paris, this winter.

* * *

The Italian-American Gymnastic Association, of Brooklyn, held a social gathering and dance at their club house, 321 Lorimer street, Brooklyn, Wednesday evening, October 11, and a good crowd of members and friends were on hand.

* * *

A number of the racing cyclists now in Italy sent me a card with their signatures. The card mailed from Turin was signed by Bill Bailey, Walter Rutt, Mr. and Mrs. Bob Spears, Caesar Moretti, Anthony Carapezzi, who is now a promoter, Ernest Kaufmann and Arthur Stellbrink.

* * *

Worth Mitten is ready for his overland trip to the Chicago six-day race. Mitten plans to start Saturday next, but according to the latest dope on the situation Bobby Walthour, Jr., and Charles Jaeger are to be among the missing. Neither one of them cares a great deal for the six-day game.

* * *

Henry Suter, the Swiss, won the road race from Munich, Germany, to Zurich, Switzerland, held Sunday, September 24. The distance was 325 kilometers (201.9 miles) and Suter was timed in 11 hours, 59 minutes and 39 4/5 seconds. Manthez, a German, was second about two minutes back of the winner, Guyot, Swiss, was third. Suter jumped away from the other riders about 12 miles from the finish.

* * *

Inter-city cycling records are being sought after by ambitious cyclists. After Ben Boyes, who was well known as a record man a few years back, had beaten the Boston-New York mark by an hour and 35 minutes, Harris Barnaby, the Yonkers champion, announced after his defeat by "Socks" Gries at the New York Velodrome, that he would attempt the Albany-New York record, Harris planning to leave the State Capital at Albany next Sunday morning at 4 o'clock on his way to the City Hall at New York City.

* * *

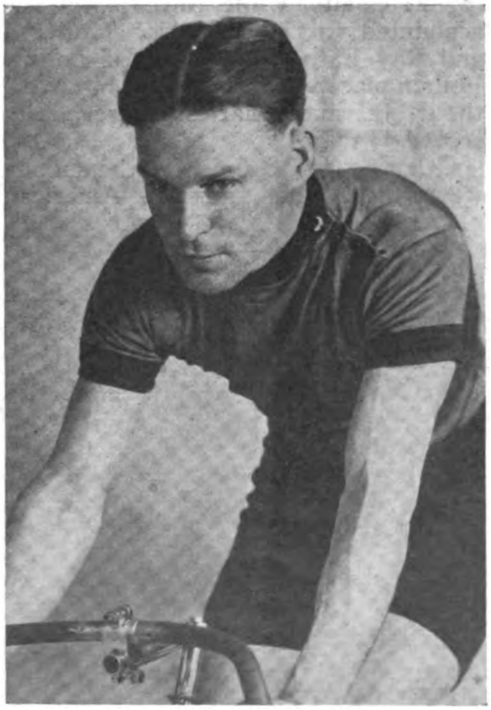
Percy Lawrence, the San Francisco cyclist, says he is about to do his farewell to the bicycle game and move back to his Golden State home. Percy was not satisfied with the way he was treated this year as regards paced races. "P. O.," as he is called, was left out in the cold and some mediocre foreign riders were given races in his place. That was the straw that broke the camel's suspenders and Percy decided that he would sell his cycling goods and do as Sage Horace Greeley advised the young men of many years ago. Quitting the bicycle game is the hardest thing a cyclist does. Here's George Wiley, the New York Stater. George was attacked with the peeves because the managers would not curb a pacemaker who was trying to run Wiley out of the game. Instead of running the pacemaker out, the management let Wiley, a valuable man from the B. O. standpoint, get out. George, however, came back and while he did not set the world afire on his first appearance he showed that he has a few good races in his system. Few riders stay retired.

* * *

Jean Brunier is the road champion of France over the 100-kilometer (62.13 miles) route. Jean won his honors on Sunday, September 24. Eight riders competed, the eight, along with Francis Pelissier, having qualified for the final race, but Pelissier did not start. Each rider rode unpaced and they started five minutes apart. Brunier was timed in 3 hours, 1 minute and 53 1/5 seconds. Marcel Godard was second in 3 hours, 3 minutes and 33 seconds. The others were timed as follows: Jean Alavoine, 3:03:53; Romain Bellenger, 3:05 3/5; Charles Lacquehay, 3:07:12 1/5; Robert Grassin, 3.07:22 4/5; Henry Pelissier, 3:09:28 4/5, and Eugene Christophe, 3:16:17 1/5.

* * *

Joe McGinn, veteran newspaper reporter and for the past quarter of a century the Associated Press man around sporting events, died at his home in Brooklyn on Friday, October 6. Joe was a familiar figure around the six-day races at Madison Square Garden and "covered" most everyone that was run in the famous building. He was a native of Ireland, where he was born about 61 years ago, and had been in newspaper work since he was 15 years old. He was on the staffs of prominent Irish papers before coming to this country in 1884. His first paper that he worked with in this country was a Philadelphia daily, after which he came to New York, where he worked with the old Mercury, then the Star and Recorder, and later with the Times and Evening World. In 1893 he went with the Associated Press and was with them up to the time of his illness which caused his death. He was a genial soul and he will be missed around the Garden and other sporting events in the Metropolitan District.



Percy Lawrence, who announces he is about ready to quite cycling.

* * *

Bob Spears, the Australian sprinter, captured the Grand Prize of Milan at the track in the Italian city, Sunday, September 24. Spears won his heat from Mori, Italy, and Bill Bailey, England. Mario Bergamini, Italy, won his heat from Caesar Moretti, Italy, and Walter Rutt, Germany, while Ernest Kaufmann, Switzerland, accounted for his trial heat against Francesco Verri, Italy, and Alois Degraeve, Belgium. The final was run in three heats with Kaufmann taking the first from Bergamini and Spears. Spears won the second and third heats, Kaufmann taking second place in each heat. In the race for second men in the trial heats Moretti beat Mori and Verri and in the race for third men in the heats Degraeve beat Rutt and Bailey. A few days previous Spears, Kaufmann and Moretti met in the final of the Grand Prize of Turin, Italy, which was won by Kaufmann with Spears second and Moretti third. Kaufmann in this race won the first and second heats and Spears won the third. Moretti beat Spears for second in the first heat, but Spears was second in the second heat. Kaufmann was second to Spears in the third heat. In the semi-finals of the Turin race Spears beat Walter Rutt and Turrie. Kaufmann beat Bergamini and Dilazzaro, while Moretti beat Bailey and Trouve.

* * *

The next meeting of the National Cycling Association will be held in New York City on Monday, October 16. Track managers and track owners from New England, New York and Newark will be on hand for the conclave. The principal business before the meeting next Monday will be that of making permanent Frank Kramer's chairmanship of the Board of Control. Kramer was made temporary chairman at a meeting held shortly after the death of Richard F. Kelsey, the late chairman, and Kramer has filled the office since then and in addition Frank has officiated as referee at the Newark Velodrome. Another matter that is to be taken up is the revision of the racing rules so that they will be more simplified for both rider and spectator. The N. C. A. has not published a book of rules in quite a few years and as near as the writer can recall there has been no publicity given the latest rulings governing motor-paced racing. During the past season the motor-paced riders, with few exceptions, have just about ridden what regulations they cared to. Later in the season efforts were made to make them conform to the regulations with some success. If the National Cycling Association rules that the motor-paced riders and pacemakers must ride according to regulations let the officials be instructed as to the rules and then let them enforce them on every rider regardless of who they are. If they are not going to enforce the rules then let every rider ride what they please. In this way they will equalize conditions, so that ability and not scheming will decide the races. There is much that can be accomplished at the Monday meeting that will make for the betterment of cycle racing.

RAIN HITS THE VELODROME

RAIN not only kept the crowd away from the New York Velodrome, Sunday, October 8, but at the critical time put a stop to the 62 1/2-mile motor-paced race and made the small crowd scatter for protection.

The paced race had four teams with Vincent Madonna and Frank Corry, the Italian-Australian team; Clarence Carman and Larry Gaffney, Jamaica, L. I., and Brooklyn; Champion George Chapman and Brask Andersen, the Dane, and George Wiley, of New York, and Frank Keenan, Revere, as starters. The race was to be a point affair with ten points to the leading team at each ten miles, while 30 points went to the leading team at the finish, 20 for second and 10 for third.

Keenan, Andersen, Madonna and Gaffney started for the teams. Madonna took the lead shortly after the start with Andersen taking second, Keenan third and Gaffney fourth. At ten miles Chapman, who relieved Andersen, led with Corry, Wiley and Carman following. At 20 miles the Madonna-Corry team scored the ten points with Andersen-Chapman, second; Carman-Gaffney, third, and Wiley-Keenan, fourth. After the 20-mile mark Carman and Gaffney had moved up into second place, replacing Chapman and Andersen. Carman was going fine and was in good shape to take the lead away from Corry and Madonna when the rain fell at 23 5/6 miles and the race was stopped on account of the rain. The rain stopped a few minutes later and while the riders were in the first mile of the second start the deluge came and the race had to be abandoned. The order of the race when it was called off was Corry-Madonna, Carman-Gaffney, Chapman-Andersen and Wiley-Keenan. On points Corry and Madonna and Chapman and Andersen were tied with ten each.

A card of professional and amateur sprint races were run previous to the paced team race. A team match race brought together Fred Spencer and Anthony Beckman and Bobby Walthour, Jr., and Charles Jaeger. The riders met in single matches with Walthour beating both Spencer and Beckman, while Jaeger beat Beckman, but lost to Spencer. In a mile match in which all four met Walthour and Spencer stalled, while Beckman and Jaeger went on, Jaeger winning. The final heat saw the teams in a pursuit race, the Spencer and Beckman team winning after going 4 1/3 miles in 9:29 1/5. On points the Walthour-Jaeger team won with ten points to seven

The New York State championships for the amateurs was run and Louis Benezatti won from E. C. Bendi and Al Valenti, all three being members of the Unione Sportiva Italiana. Theodore Schliesman, of the Acme Wheelmen, won the novice race at a mile from John Viani. The other amateur race was a two-mile handicap and E. C. Bendi, scratch, won from Burton Fenn, 10 yards; Louis Benezatti, scratch, and Anthony Coccia, 250 yards.

BEATS BOSTON-N. Y. MARK

THE old record for the distance between New York and Boston by bicycle of 17 hours and 45 minutes, set by Vito Cestone in 1916, was smashed on Sunday, October 1, by B. H. Boyes, Empire City Wheelmen.

Boyes, a Manhattan boy, set out at 4:30 a. m. Sunday on his record breaking attempt, and accomplished the feat when he arrived in Boston at 8:40 p. m. at the City Hall, doing the distance of approximately 250 miles in 16 hours and 10 minutes.

At the New York Velodrome, October 1. Upper left, Charley Stein pacing George Chapman; upper center, four leading pace followers, left to right, Clarence Carman, Champion George Chapman, George Wiley and Vincent Madonna; upper right, Harris Barnaby, left, and Phillip "Socks" Gries starting their match race; lower left, Madonna taking a workout; lower center, start of paced race, George Chapman leading Vincent Madonna away from line, note that first trainer has both feet off ground; lower right, a brush in the paced race.

Among the Amateur Cyclists and Clubs

C. R. C. DO A CENTURY

Brooklyn, N. Y.—On Saturday night, September 30, the Long Island Division of the C. R. C. A. held a moonlight century as part of the Annual Fall Century. Fourteen riders left Bedford Rest, Brooklyn, at 7:45 p. m. The weather was ideal for such a ride, being very clear and mild. They rode to Jamaica, where a stop was made for a light meal. Here two more riders joined the party. They left Jamaica at 9:30 p. m. and rode to Valley Stream, where they were joined by four more riders from New York, making a total of 20 riders.

After a short stop they were again on their way. The roads were well lighted a good part of the way to around Lynbrook, after which they became very dark. Every rider had a lamp which showed up the road a bit. A very moderate and steady pace was held, as speed was impossible on the dark roads. The riders held well together. After riding about 15 miles a stop was made for a short rest.

When the riders again started it was very dark. Although the moon was shining it was obstructed mostly by trees along the roadside. In spite of the slow pace very good time was made. Bayshore was made before the riders realized they were even near it. The good time was due to the fact that very few stops were made, and these were very short. Bayshore was reached at 11:45 p. m. A stop was made here for a midnight meal. Everyone was very hungry, so they did full justice.

The start for home was made at 1:30 a. m. The moon had gone down now and a heavy fog had settled over the roads. Everyone put on an extra jersey they had been carrying to keep out the dampness. The roads were much too dark now due to the fog. Although it was not heavy enough to wet the roads it made a barrier through which the lights would not penetrate. A few of the boys had flashlights, which helped a hit, although even with these the pacemakers could not see more than about ten feet ahead. By careful riding they got along very well.

Only one stop was made for a few minutes at Valley Stream, and then on to Jamaica, arriving at 4:15 a. m. Although the pace had been slow the riders had averaged 13 miles an hour from Bayshore. The best part of the ride was that throughout the entire trip not one of the 20 riders had any trouble and dropped off the bunch.

After eating breakfast at Jamaica the riders rode to Bedford Rest, arriving at 5:45 a. m. Most of the riders went home, while a few awaiting for the regular day divisions to start, intending to ride another century. The moonlight century proved to be a success and passed the approval of all who rode.

The regular Fall century run of the association was held on Sunday, October 1, and was participated in by a large number of bicycle enthusiasts. The Brooklyn riders starting from Bedford Rest and those from New York at Columbus Circle, both the Long Island and the New York divisions joining at Valley Stream, at what was Tom West's Inn, a famous headquarters for cyclists in the boom days of the wheel. Blessed with a delightful day, the run was most enjoyable. While the pace was rather stiff the pleasure division made frequent stops so that all participants were able to keep together. Joe Tilgner, the Class A champion of the division, acted as chief pacemaker of the fast division, assisted by Harry Hoglander, carried the speed merchants along at a very fast clip, and it was reported that a few of the boys who were looking for speed were left by the wayside.

A substantial meal was enjoyed at the dinner stop at Bay Shore, where the medals were distributed. Fred I. Perreault, traveling centurion of the C. R. C. of A., an oldtimer, came on from Malden, Mass., and rode this century. Perreault was a famous distance rider some years ago, and at one time held the New York-Boston record. Several riders from other clubs in the Metropolitan District were on this run. No trouble was experienced from either wheels or tires on the trip worthy of mention. Sylvester D. Borman was chairman of the century run committee, and it was to him that much of the credit of the success of the affair is due. Six riders in this run were on the moonlight century the night before, completing a double century of 200 miles. Special medals were given all riding the double.

WATT WINS WINNIPEG RACE

Winnipeg, Man.—The second big handicap bicycle road race of the season to be staged in Winnipeg, Manitoba, under the auspices of the newly organized Manitoba branch of the Canadian Wheelmen's Association, was held on September 30. Twenty-seven competitors started in the contest, which was a 25-mile grind for the Traction Tread Trophy, and the winner turned up in Walter H. Watt, who, with an eight-minute handicap, captured both first place and first time prize in 1:08:05. D. Benson, who finished seventh, made second best time from the four-minute mark, covering the distance in 1:08:33. Alf Destine, 4 minutes, finished eighth and took third time prize, his time being one second slower. The first scratch man to finish was W. J. Blake, whose time was 1:08:35. The results:

1. W. H. Watt, 8 min., 1:08:05.
2. L. Goovertz, 14 min., 1:15:40.
3. Willie Boutell, 10 min., 1:11:41.
4. A. S. Boutell, 10 min., 1:11:41 2-5.
5. M. J. Pothier, 8 min., 1:11:26.
6. W. G. McCorrister, 8 min., 1:11:27.
7. D. Benson, 4 min., 1:08:33.
8. Alphonse Destine, 4 min., 1:08:34.
9. Edward Lee, 4 min., 1:08:37.
10. H. Lewis, 7 min., 1:11:48.

Time Prizes: 1. W. H. Watt, 1:08:05; 2. D. Benson, 1:08:33; 3. A. Destine, 1:08:34.

Prize for youngest rider: L. Goovertz.

RAIN STOPS ACME RACE

New York City—The annual two-hour team race scheduled for Sunday, October 8, was postponed on account of rain. The race will be held on Sunday, October 15, starting at 9 A. M. sharp. The riders will ride on the Mosholu Parkway course, which measures one mile to the lap.

In view of the fact that the team races among the professionals have been so popular at the Velodrome it is expected that a large crowd will come out to see all the star amateurs of the road in action where no admission will be charged. The course can easily be reached by the elevated or surface cars, and to those coming out to see this yearly fixture as much action will be furnished as in the pro races.

The race will have a sprint every three miles for the first hour and a half, the last half hour the riders sprinting every mile (each lap). Handsome prizes have been donated by the club and the members, and it is expected there will be some excellent racing. Thirteen evenly matched teams are composed of one rider from the Class A and B ranks, which makes all the teams evenly matched.

There are five teams who look to be among the teams who will stand out and show more points due to their experience. But some of the new comers are liable to upset the dope by stealing away from the field after a sprint and may pile up enough points to win the race. Those favored to win are the Amabile brothers, Al and John. John having just triumphed in the club championships, will be the favorite of some of the fans. Andy Geiss and Joe Schaefer are another team who will dispute the claims of the others to win. Schaefer holds the Bronx championship, and Geiss is the winner of the Class B sprints. They are the most dangerous team in the race

The teams entered so far as follows: Joe Schaefer and Andy Geiss; Theod. Schliesman and James Seawell; Joe Crowley and Robert McConaghy; John and Al Amabile; Steve Schackinger and Salv. Grasso; Aug. Scheidler and Howd. Hoffman; Hugo Schliesman and Art Lane; Jacques Denov and Thos. Whittard; Chas. Comerford and Herb. Fischer; Chas. Froh and Louis Koch; Wm. Uthe and Wm. Schliesman; Wm. Muller and Ad. Demo; Jas. Morton and Geo. Wright.

OTTAWA RIDERS ARE VICTORS

Brockville, Ont.—A squad of ten Ottawa bicycle racers invaded Brockville on October 6 for the Eastern Ontario district championships for 1922 and captured all but one of the twelve prizes which were hung up for the four events. Clifton Taylor of the St. Brigid's Club, Ottawa, celebrated his 21st birthday by winning both the half and one-mile titles and a third place in the two-mile handicap. George Sakell of the Ottawa Roamers, won the all-around championship on points by accounting for first place in the quarter-mile championship and second place in all three other events. Sakell gained nine points while Taylor had seven.

The Ottawa competitors included Sakell, George Roe, Oswald Barry and A. E. Goold of the Roamer Bicycle Club; Clifton Taylor of St. Brigid's; E. B. Marshall, Ray Thompson and Rene Paquette of the Capital Bicycle Club; Norman Wiles and Charlie O'Reilly of St. Brigid's. First place in the two-mile handicap was won by W. Wetherell, a Brockville novice, who had the limit of 450 yards. This was the first bicycle track racing in Brockville in many years. The results:

Quarter-Mile—1, Sakell; 2, George Roe; 3, Oswald Barry. Time, 34 1-5 seconds.

Half-Mile—1, Clifton Taylor; 2, Sakell; 3, Oswald Barry. Time, 1:22 1-5.

One-Mile—1, C. Taylor; 2, G. Sakell; 3, George Roe. Time, 2:52.

Two-Mile Handicap—1, W. Wetherell, Brockville; 2, George Sakell, scratch; 3. C. Taylor, 25 yards. Time, 5:08 3-5.

DEALER WRIGHT PROMOTES RACES

San Leandro, Cal.—The annual bicycle races in San Leandro, held under the auspices of the Cycle Trades of America and of C. H. Wright, proprietor of the San Leandro Cyclery, were a pronounced success. About 50 entries were made and the following riders all won prizes donated by various firms connected with the cycle industry, medals being donated by the Cycle Trades of America.

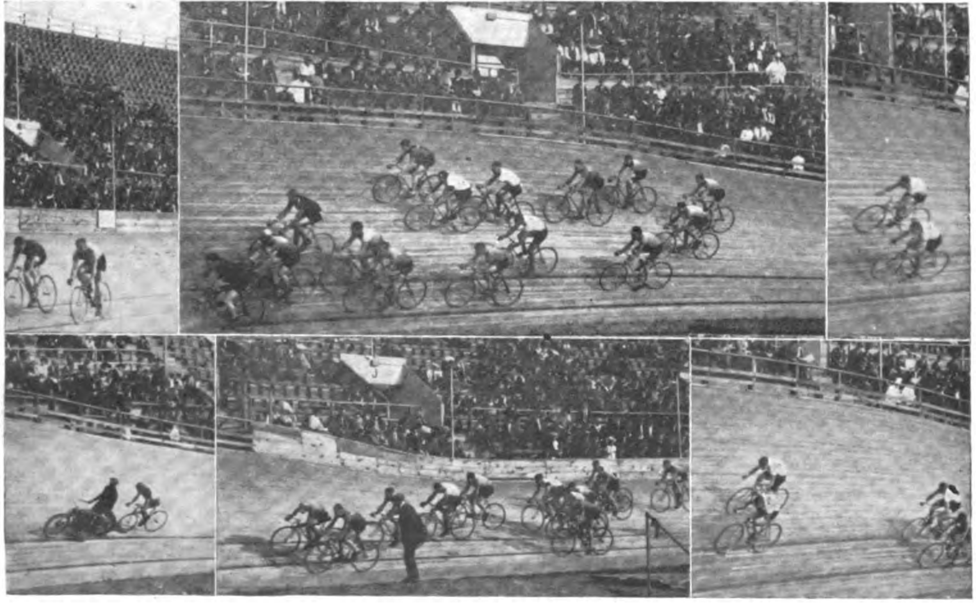
One-Mile Handicap—Won by Joe Rose; second, H. Bedel; third, Gordon Herr. Time, 3:11.

Half-Mile—Won by Harrison Bedell; second, George Herr; third, Joe Rose. Time, 1:30.

Quarter-Mile—Won by S. Quinlan; second, Artie Brown; third, Francis Flewelling.

Slow Race—Won by George Meyer; second, Gordon Herr; third, Artie Brown.

Scramble—Won by Louis Lille; second, Francis Flewelling; third, S. Quinlan.



A few more snaps at the New York Velodrome, October 1. Upper left, Sergent passing Frank Cavanagh in match; upper center, part of the field in the amateur race; upper right, "Socks" Gries passing Barnaby in match; lower left, Pacemaker Stein taking Champion Chapman for a workout; lower center, E. C. Bendi leading field in amateur handicap; lower right, the novices.

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ONE RACE AT NEWARK

ONE race was run at the Newark Velodrome on Sunday, October 8, and that was a 62 1/2-mile team point race. Orlando Piani, the Italian, and Alfred Grenda, the Australian, won with a total of 92 points. Reggie McNamara and Cecil Walker were second with 76 points, while Ray Eaton and Alec McBeath took third with a total of 72 points.

Others to finish were Willie Hanley and Willie Keller, 58 points; Eddie Madden and Fred Hill, 31 points; Percy Lawrence and Lloyd Thomas, 27 points; Fred Taylor and Peter Drobach, 18 points, and Harry Kaiser and Charley Osteritter, 14 points. The time was 2 hours, 26 minutes and 4/5 seconds.

Alfred Goullet was unable to start on account of his fall at the New York Velodrome on Friday night. Gordon Walker was injured during the race, but came around all right before the race terminated.

The order of finish in the 31 sprints in the race follows:

Miles.	
2	W. Spencer, Grenda, McNamara, Hill.
4	Eaton, Hanley, Madden, C. Walker.
6	McNamara, Grenda, Keller, Drobach.
8	C. Walker, Madden, Young, Taylor.
10	Hanley, Hill, McBeath, Fitzsimmons.
12	Eaton, Taylor, Keller, C. Walker.
14	Grenda, Hanley, McNamara, Drobach.
16	Piani, C. Walker, Keller, Madden.
18	Grenda, Hanley, W. Spencer, Hill.
20	Piani, Eaton, Hill, W. Grimm.
22	McNamara, McBeath, Drobach, Young.
24	Thomas, C. Walker, Grenda, Taylor.
26	W. Spencer, Bello, Lawrence, McNamara.
28	Eaton, Taylor, Hanley, C. Walker.
30	McNamara, Young, Gastman, Madden.
32	Kaiser, C. Walker, Hill, W. Grimm.
34	Piani, Keller, W. Spencer, Madden.
36	Weber, McBeath, DeOrio, Drobach.
38	Kopsky, McNamara, Piani, Keller.
40	Grenda, Hanley, C. Walker, Hill.
42	Piani, W. Spencer, Keller, Eaton.
44	Lawrence, Young, Hill, C. Walker.
46	Lawrence, Eaton, Hill, Taylor.
48	C. Walker, Grenda, Hanley, Drobach.
50	Piani, Keller, McNamara, Madden.
52	W. Spencer, McBeath, Weber, Hill.
54	Piani, Taylor, Madden, Eaton.
56	McBeath, Thomas, Hanley, C. Walker.
58	McNamara, Keller, Madden, Lawrence.
60	Gastman, Hanley, Hill, Grenda.
62½	Osterritter, Dotterweich, McBeath, Hill.

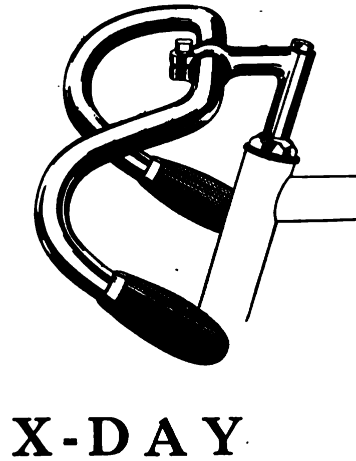
NEW CYCLE GEAR TABLE

THE gears of bicycles, as generally known, are based on rear wheels of 28 in. diameter. This was practically correct when tires of about 2 in. were used, but tires of this size have long since passed out of general use and tires of 1. in. and 1⅛in. are principally used at this time which actually measure only 26½ in. and 26¾ in. respectively and make a material reduction in the gear size.

The following table shows the difference in the two methods of figuring the gears for bicycles:

The New Cycle Gear Table

Number of teeth in Sprockets.		2-in. tires. Gear with 28-in. rear wheel	1⅛-in. tires. Gear with 26¾-in. rear wheel	1-in. tires. Gear with 26½-in. rear wheel
Front	Rear			
22	7	88	84	83 2/7
23	7	92	87 6/7	87
24	7	96	91 5/7	90 6/7
25	7	100	95 4/7	94 4/7
22	8	77	73 1/2	72 7/8
23	8	80 1/2	76 7/8	76 1/8
24	8	84	80 1/4	79 1/2
25	8	87 1/2	83 5/8	82 3/4
22	9	68 5/9	65 1/3	64 7/9
23	9	71 5/9	68 1/3	67 2/3
24	9	74 2/3	71 1/3	70 2/3
25	9	77 7/9	74 1/3	73 5/9



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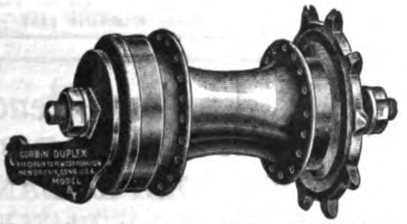

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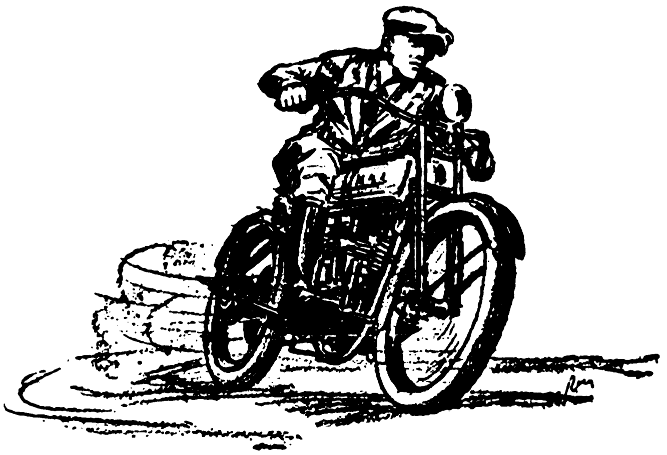
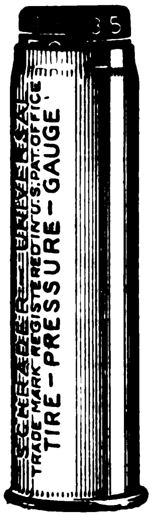


How much does it cost you to turn corners?



Turning corners with your motorcycle is expensive unless your tires are properly inflated.

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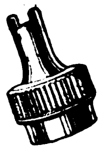

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The Standard Motorcycle Battery
WICO ELECTRIC CO., SPRINGFIELD, MASS.

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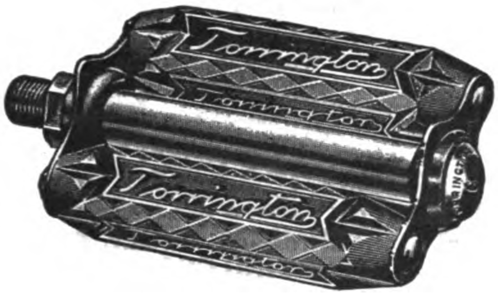


No. 6 TORRINGTON PEDAL

Pedal

PATENT APPLIED FOR

Replaces the No. 4

The easy rubber replacement, so popular in earlier models, is shown in the illustration.

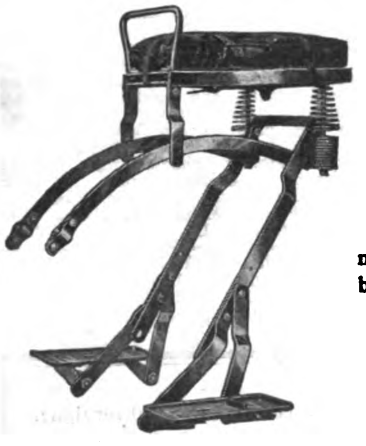
The Torrington imprint on the rubber identifies the quality.

Safeguarded—

against the loss of loose parts if pedal is disassembled, by Rubber rods riveted to the outside brace so that by removing the rod nuts on the inside brace the pedal becomes two component parts—coupled with the use of 3/16 inch balls in a container.

The Torrington name and known features sell the line. Stock it!

THE TORRINGTON CO.,
STANDARD PLANT
TORRINGTON, CONN., U. S. A.



**INDIAN SCOUT
HARLEY SPORT-
CLEVELAND
LIGHTWT**

Special models for these machines as well as for the big ones of course.

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The Brake that Brought the Bike Back.

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Motorcycle and Bicycle Illustrated

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City...................... *State*.................

Are you a Rider?............*Are you a Dealer?*..........

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920 Broadway, New York

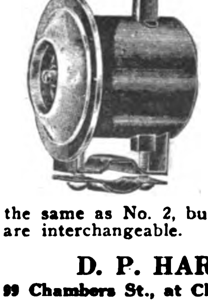
New and Improved

Rollfast

Made to Last

Bicycle Horns

Rollfast No. 1



Rollfast No. 2

Rollfast No. 2 Horn vibrates on both up and down strokes. Has no dead center. Few working parts. No springs or delicate parts to break, get out of order or cause trouble.

Rollfast No. 1 Horn is the same as No. 2, but has no megaphone as shown on No. 2. All parts are interchangeable.

D. P. HARRIS HARDWARE & MFG. CO.
99 Chambers St., at Church New York City

10 Big Instances of 1923 Greater Value

1. Lifetime Roller Bearing Driving Hub.
2. Double-Acting Contracting Brake and Improved Braking Pedal Control.
3. Manual Ignition Switch with Automatic Warning Alarm.
4. ✓ Improved Double Plunger Oiler.
5. "Staylit" Shock - absorbing Tail Lamp.
6. Larger Generator with increased charging capacity.
7. Hinged Rear Mudguard.
8. Improved Silchrome Exhaust Valves.
9. New Improved Valve Springs.
10. Improved Sidecar Wheel design.

Here's a *New* Oiler, you old timers will like

You know how good and dependable the old type Harley-Davidson Oiler was. This new and improved double-plunger oiler, one of the 10 big new improvements on the 1923 Harley-Davidson motorcycle, has all the mechanical simplicity of the old oiler, plus new improvements. New design prevents air locks. New double-plunger action assures even more dependable lubrication.

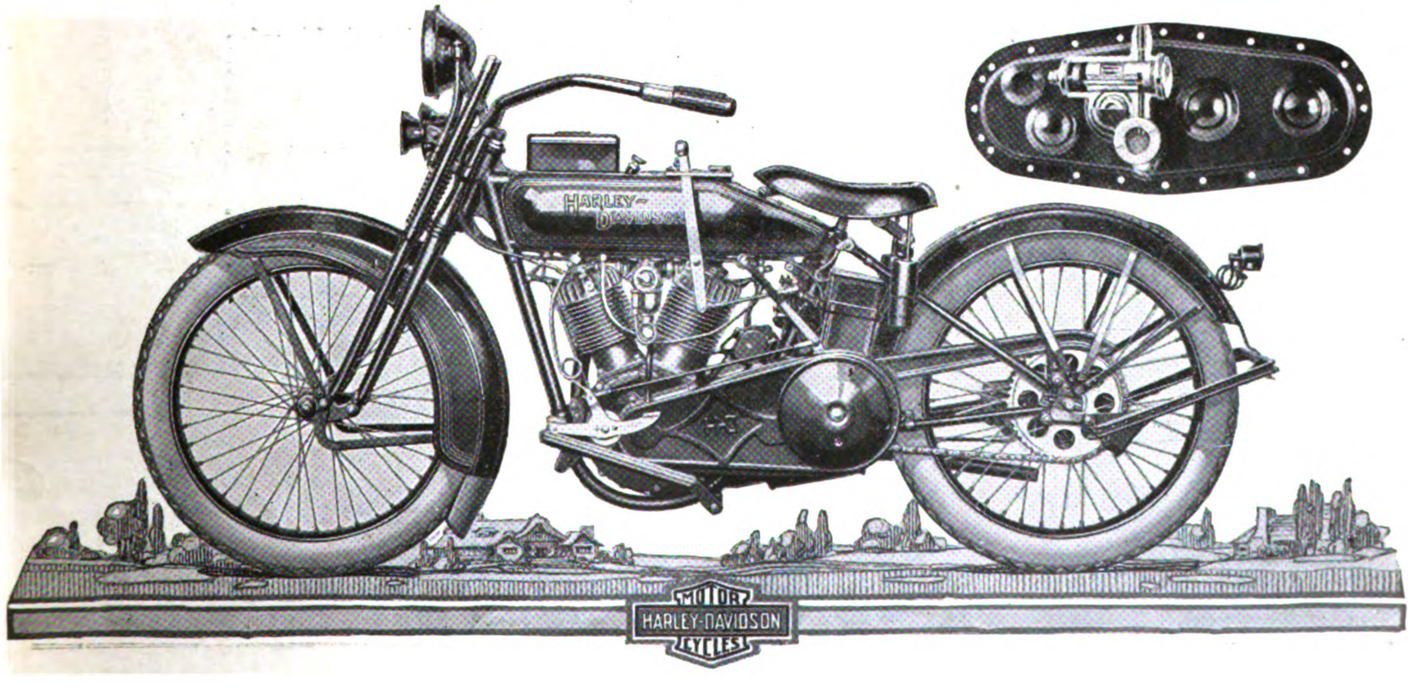
There are nine other new improvements on the 1923 stock champion. Each is a big forward step in motorcycle convenience and comfort. Your local Harley-Davidson dealer will welcome the opportunity to show you, old timers, these new improvements, listed at the left.

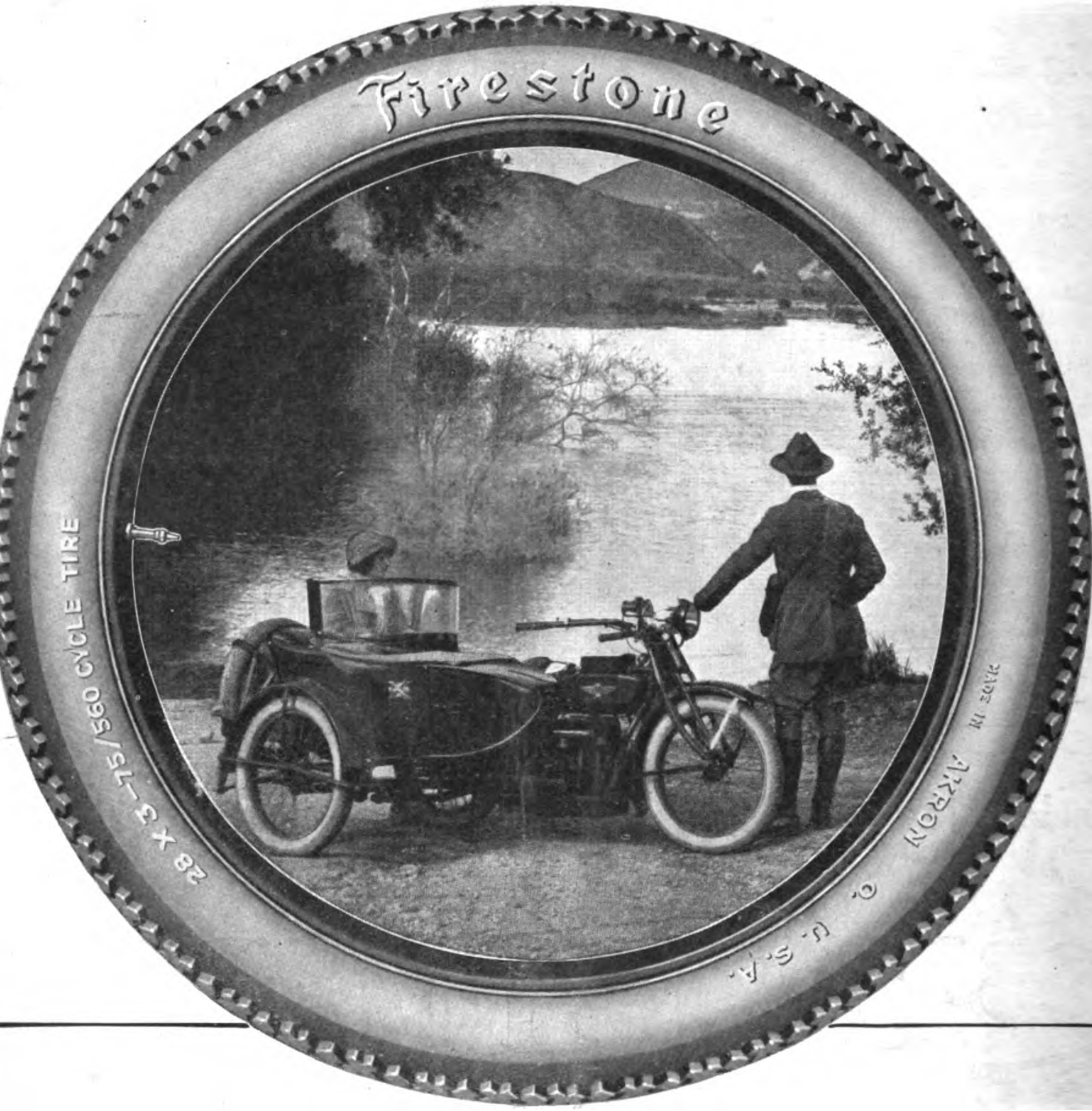
Harley-Davidson Motor Company, Milwaukee, Wisconsin

World's Largest Builders of Motorcycles and Sidecars

1923 HARLEY-DAVIDSON

The New World's Champion





The Motorcycle Explorers

A SATURDAY afternoon — your motorcycle and side-car — and the whole country round to explore.

What better, healthier recreation can you think of? Take any road you've never followed, and see what it offers. Get off the main-travelled routes, and take the by-paths.

If your machine is Firestone-equipped, you can be sure you'll come through safely and comfortably.

Rough going will be levelled by the resilient, shock-absorbing cushions of air. Steep grades will not tax your engine, because the heavy non-skid tread eliminates power-wastage caused by slipping wheels.

Join the growing army of motorcycle explorers who are getting out-of-doors. Have Firestone Motorcycle Tires put on and ride at the lowest cost per mile.

Most Miles per Dollar

Firestone

MOTORCYCLE TIRES

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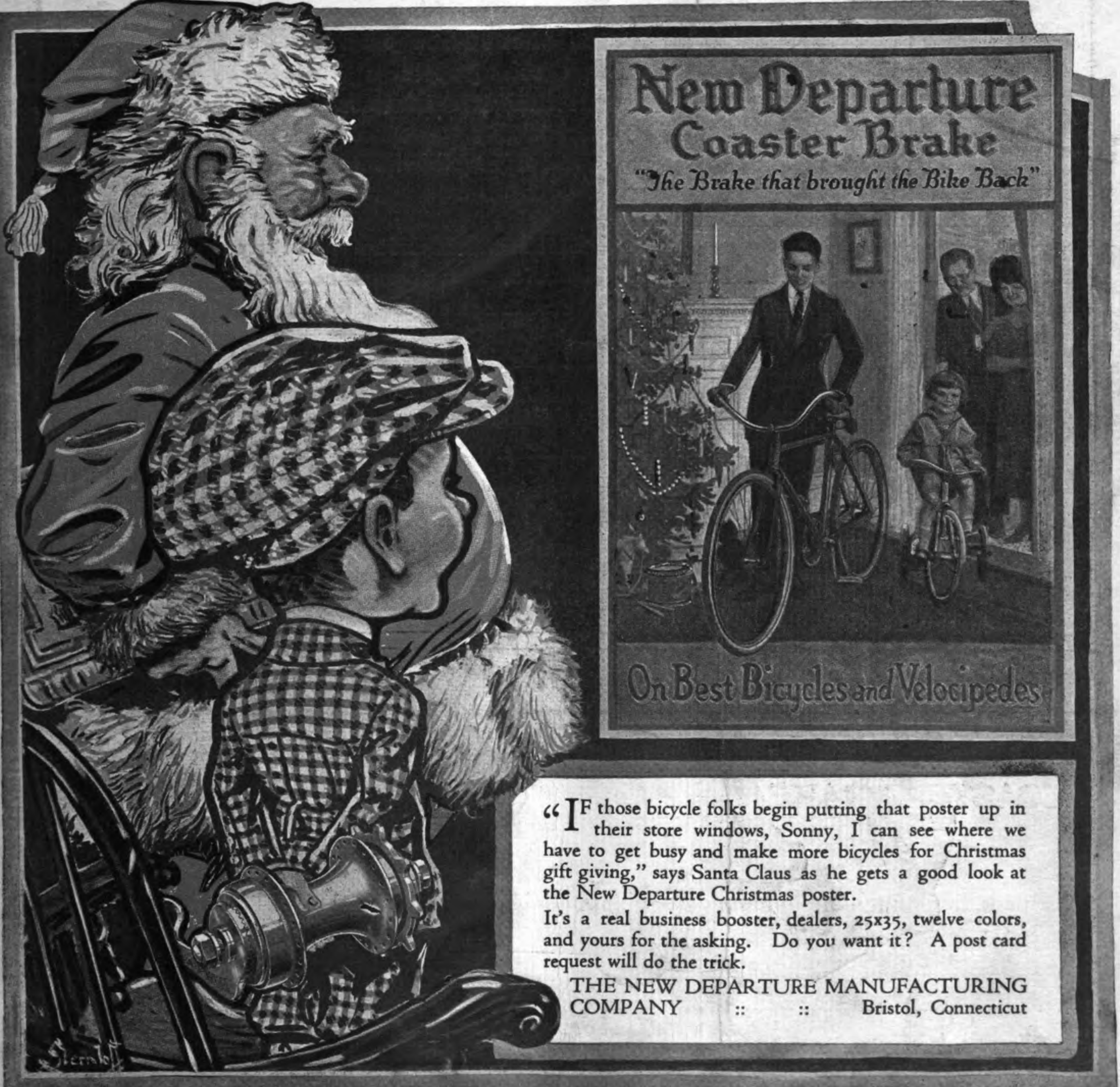
Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine


New Departure
Coaster Brake
"The Brake that brought the Bike Back"
On Best Bicycles and Velocipedes
Sternloff

"IF those bicycle folks begin putting that poster up in their store windows, Sonny, I can see where we have to get busy and make more bicycles for Christmas gift giving," says Santa Claus as he gets a good look at the New Departure Christmas poster.

It's a real business booster, dealers, 25x35, twelve colors, and yours for the asking. Do you want it? A post card request will do the trick.

THE NEW DEPARTURE MANUFACTURING
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NEW YORK FIFTEEN CENTS OCTOBER 19, 1922

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in workmanship, in design, in performance

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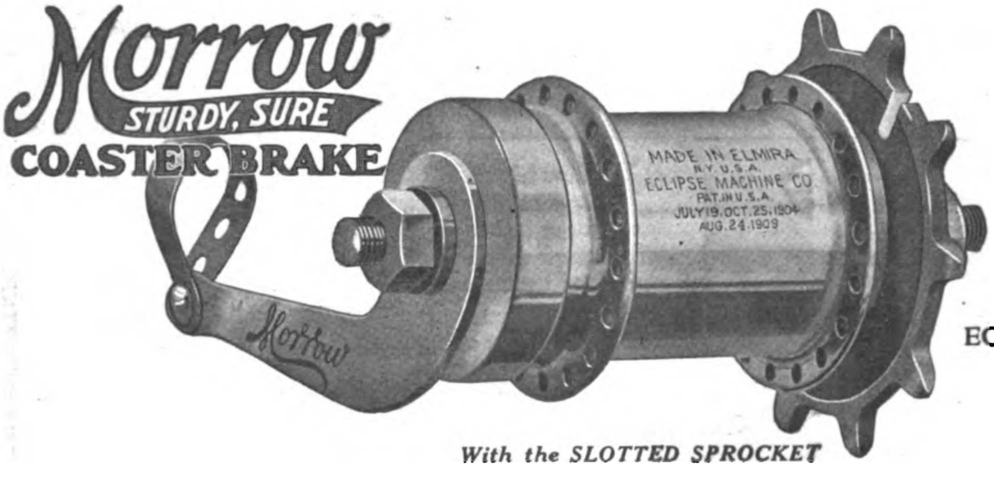
This design and these standards of manufacture make the MORROW superior in performance. It brakes more powerfully, coasts easier, lasts longer

The MORROW is nationally known. It is good business for you to supply the coaster brake most people know. It is good business to supply the coaster brake of superior *performance*.

Ride a Bicycle


Morrow
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COASTER BRAKE
MADE IN ELMIRA
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ECLIPSE MACHINE CO.
PAT. IN U.S.A.
JULY 19. OCT. 25. 1904
AUG. 24. 1909
Morrow

With the SLOTTED SPROCKET

ECLIPSE MACHINE CO.
ELMIRA, NEW YORK

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Vol. 18 *October 19, 1922* *No. 42*

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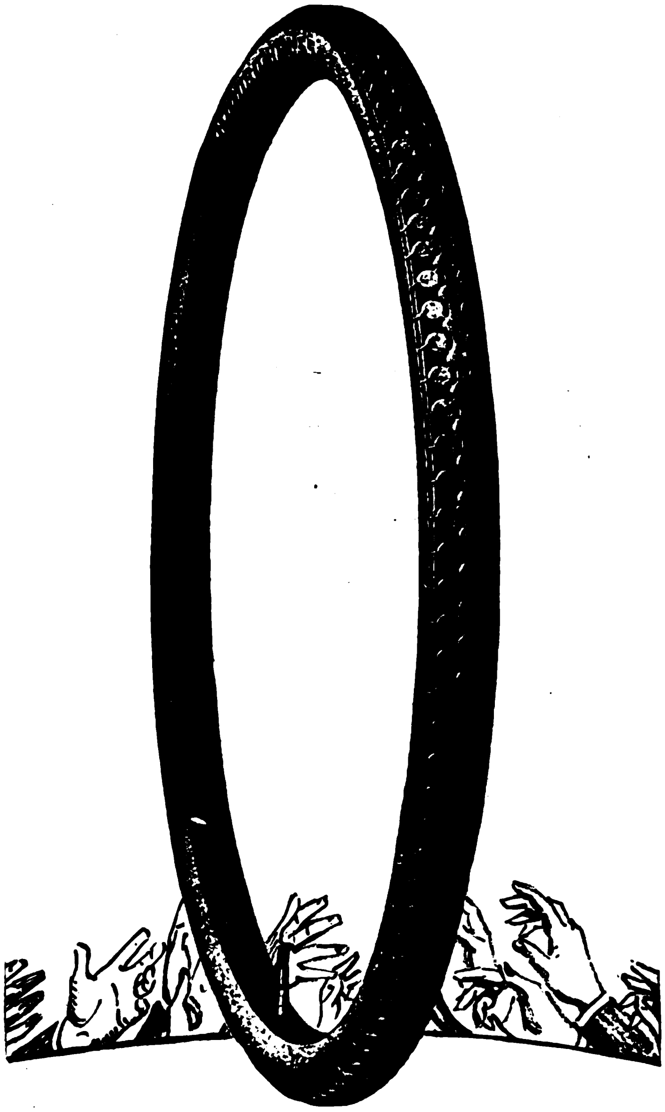

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There's only one answer—Goodrich "55."

TWO COLOR Goodrich Quality at ONE COLOR price—no wonder it's a sensational seller.

Stock and push the Goodrich "55."

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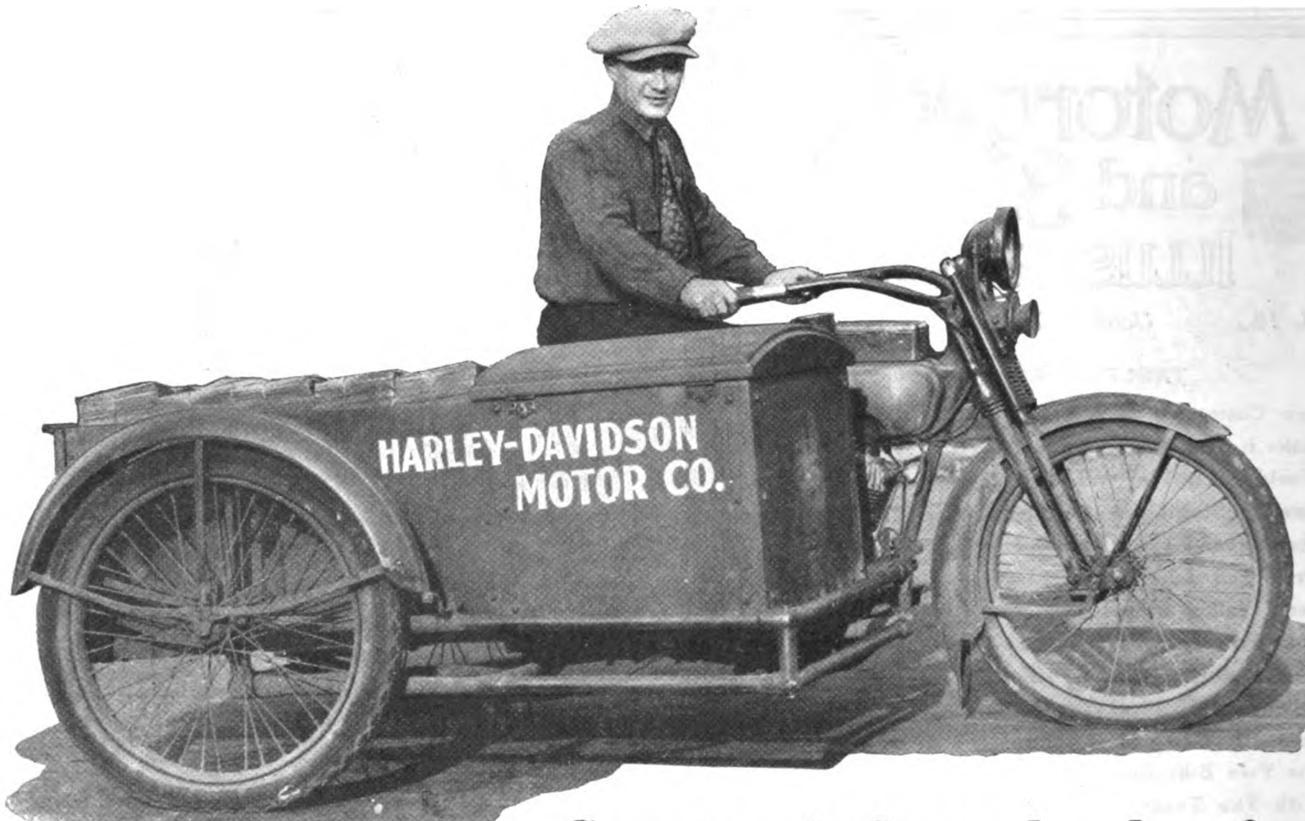
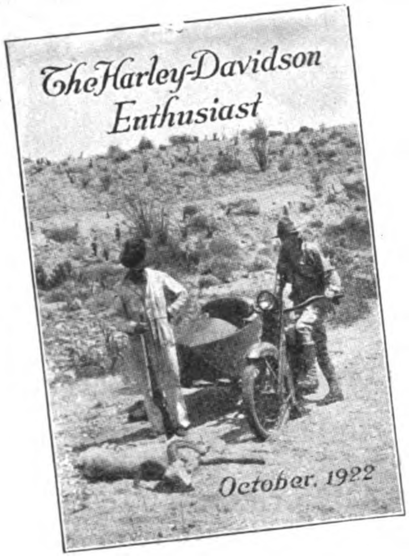
GOODRICH
"55" Bicycle Tire
"BEST IN THE LONG RUN"



Seven of these loads of "Enthusiasts" are sent out each month



Thirty-eight thousand five hundred and two motorcyclists received the October Harley-Davidson Enthusiast—A circulation almost twice that of all the American motorcycle trade papers.

In this October number, for instance, there is a story, "Hunting Bighorn Mountain Sheep in Mexico," by John Edwin Hogg; the story of Walter Davidson's and "Bill" Harley's vacation motorcycling trip; an account of a "Sensational Flying Arrest"; and many other motorcycle news items and riders' photos.

Once a month and twelve times a year, on the first of each month, this newsy magazine with sixteen pages full of motorcycling interest is sent Free to each and every registered Harley-Davidson rider.

The Harley-Davidson Enthusiast retains and increases the rider's interest in motorcycling and helps build the dealer's business. It is another form of factory-dealer co-operation enjoyed by Harley-Davidson dealers.

Harley-Davidson Motor Company, Milwaukee, Wisconsin

World's Largest Builders of Motorcycles and Sidecars

1923 HARLEY-DAVIDSON

The New World's Champion

Motorcycle and Bicycle Illustrated

America's Greatest Cycling Magazine

Volume 18, No. 42 October 19, 1922

New Customers' Month

By Tennant Lee

President, National Cycle Dealers' Association

PROBABLY all of us connected with motorcycle merchandising will agree that our greatest difficulty is the re-sale of the used machines taken in trade which handicaps very greatly our profits.

Tennant Lee.

What we need is new blood—persons buying motorcycles for the first time or returning to our ranks after having had expensive experience with automobiles!

Therefore my suggestion is that we designate the month of November as NEW CUSTOMERS month, calling on the whole industry—i. e. the manufacturer, the distributer, the dealer and the trade papers!—to put over a campaign of interest to new customers through the medium of advertising and publicity.

To stimulate dealer interest in this campaign, the M. & A. T. A. might be willing to offer prizes for the three best articles, telling us all how the most sales were put over; these awards to be made at the New York show in Feb., 1923.

It only seems fair and reasonable that each and every dealer, no matter what he sells, should be willing to co-operate in interesting in motorcycling, new prospects particularly during the month of November which, as a rule, is a slow month in our calendar, and we believe such can be interested by the preparation of special arguments and sales figures showing the advantages of motorcycle transportation.

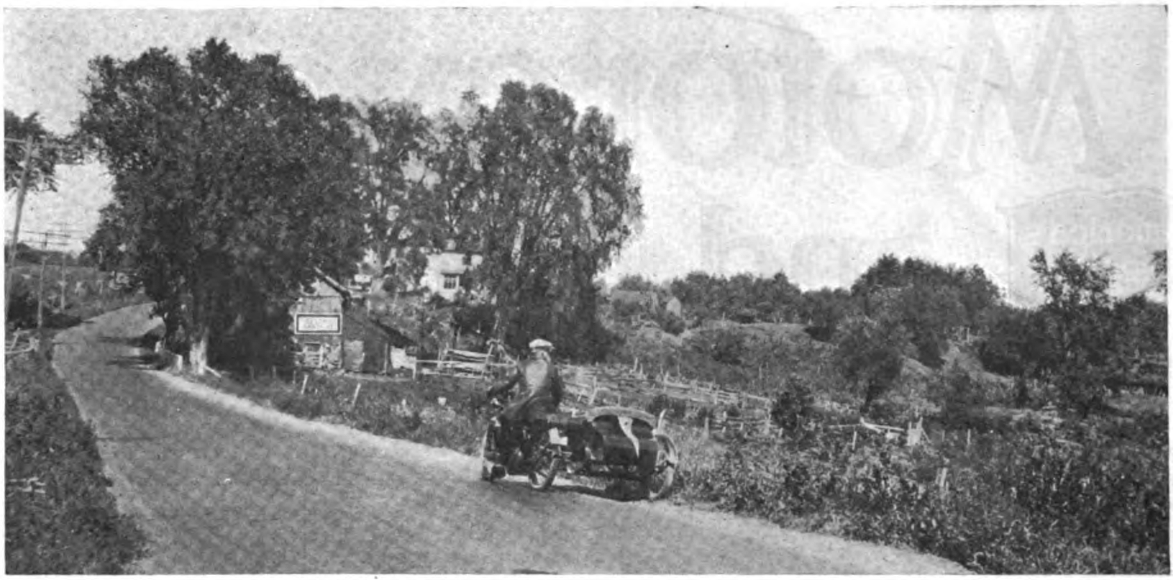
Possibly the trade magazines would publish a special number calling attention to the pleasure and sporting possibilities of motorcycling, these special issues being available to the dealers at a reasonable price as a sales aid, by which both dealers and trade papers would benefit.

To my mind, the trade papers are the greatest medium of concentrated advertising, and I myself invariably study the methods of other dealers through these channels.

The motorcycle clubs can help by organized parades of well dressed riders, well behaved and with clean machines to open the drive. The outside salesman can get in good work by calling on factories, high schools, etc., at the noon hour.

Faith in the ability to put the campaign over is the principal requisite for the dealer to possess, but he must boost and work.

The above is a suggestion; what have the factories, magazines and trade to offer in making new customer month a reality and a success?



A stretch of beautiful country road in the Adirondacks between Mt. McGregor and Saratoga Springs, N. Y.

Make It *The* Year Around

By W. H. Parsons

PRESIDENT Tennant Lee of the National Cycle Dealers' Association suggests that the month of November be one of special sales activity, and particularly that a concentrated drive be made for "new customers"—buyers who have never had a motor vehicle before or who have had an unsatisfactory experience with an automobile and are ready to be shown that a motorcycle is the thing they should have.

The suggestion that special effort be made to interest new blood is excellent, but why limit the effort to the month of November? To set aside that month as the ***opening of an all year round push*** for new riders and to do everything possible to arouse public interest in the motorcycle as a practical, comfortable and economical vehicle for sport, pleasure or utility purposes is no doubt what President Lee has in mind. He is not a spasmodic merchant himself. On the contrary, he is just as much on the job in January as he is in July.

The important thing about Mr. Lee's suggestion is that the entire industry make a united drive for ***"new customers."*** He calls attention to the "trade-in" problem and the difficulties dealers find themselves in when they put a large part of their sales effort into exchanging new machines for old. That a good many dealers have been altogether too eager to get the riders of their communities to come in every year and trade their old machines for new ones and have not gone out and hustled as they should for new business is a serious evil. Some dealers have seemed to think there was more profit in switching a rider from a competing machine to their own than in making a sale to a new rider.

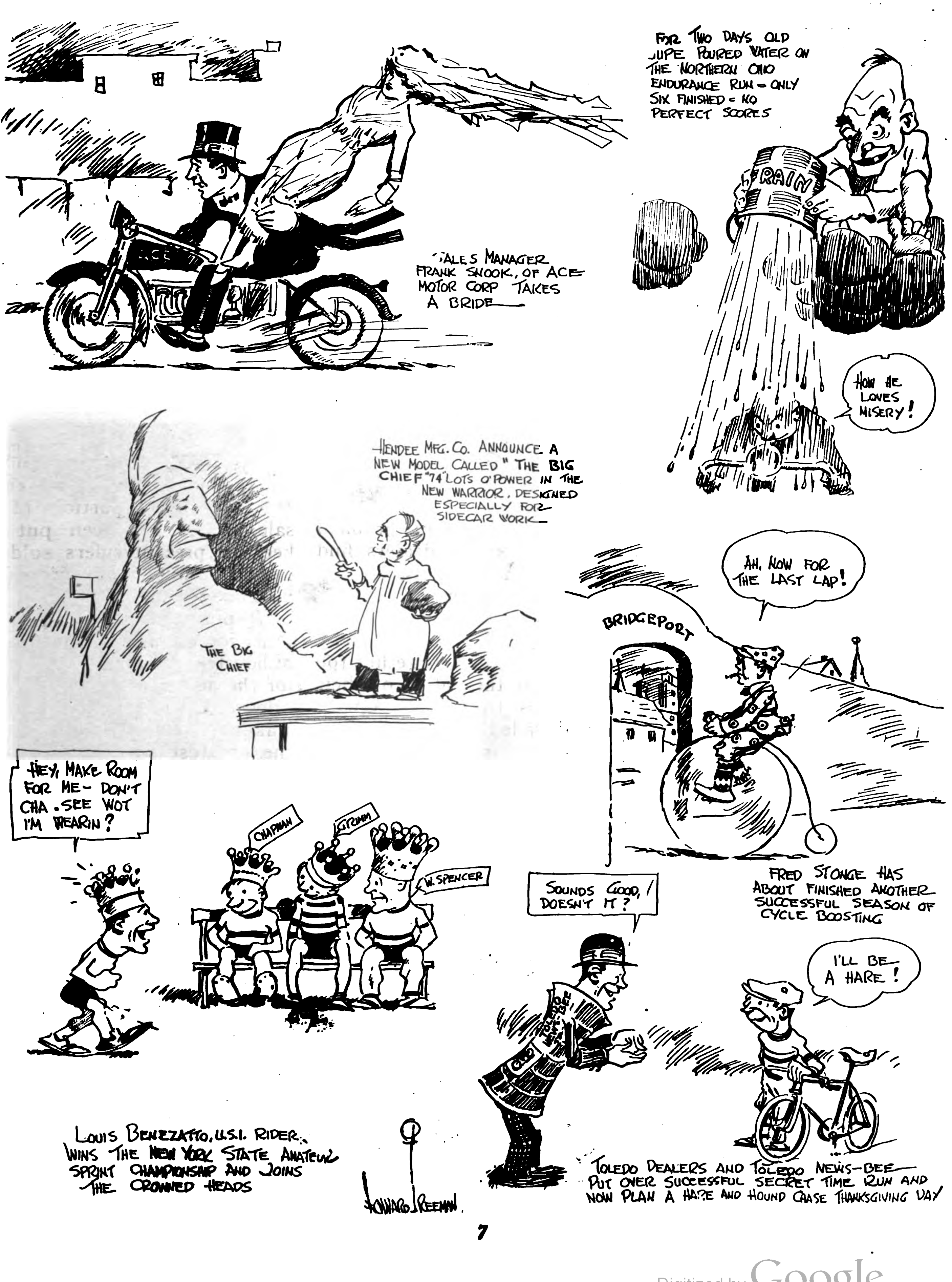
The inevitable result of this altogether too general practice of "capturing" riders of competing makes has been the constantly diminishing number of motorcycle riders. We have been traveling in a circle which has steadily grown smaller. Instead of replacing with new riders the ones who "graduate" each year for one cause or another (and we must recognize that this process of graduation is bound to occur) and in addition making every possible effort to get more and more new riders, too large a proportion of our sales effort has been put into keeping present riders sold and to switching them from one machine to another.

Keeping them sold is important, for every satisfied rider is a booster, a potential salesman for the dealer whose machine he rides. Every effort a dealer makes to assist the riders to get the greatest possible service or pleasure out of their motorcycles is good business but the best way to cash in on this effort is in making sales to new riders, not in persuading present riders to trade in, each year, their old machines for new ones.

On the contrary, it would be far wiser to give them the sort of service that would make them satisfied with their old machines two, three or five years. It's a lot better advertising to have a rider say "I've ridden this machine for three years and she is still going strong" than it is for him to say "I trade in my old machine for a new one every year."

Let's not stop with a one month's spurt. Let every month be ***"New Buyer's"*** month.

WEEKLY WHIRL of WHEELS


SALES MANAGER FRANK SNOOK, OF ACE MOTOR CORP TAKES A BRIDE
ACE
FOR TWO DAYS OLD JUPE POURED WATER ON THE NORTHERN OHIO ENDURANCE RUN – ONLY SIX FINISHED – NO PERFECT SCORES
RAIN
HOW HE LOVES MISERY!
HENDEE MFG. CO. ANNOUNCE A NEW MODEL CALLED "THE BIG CHIEF" 74 LOTS O'POWER IN THE NEW WARRIOR, DESIGNED ESPECIALLY FOR SIDECAR WORK
THE BIG CHIEF
AH, NOW FOR THE LAST LAP!
BRIDGEPORT
HEY, MAKE ROOM FOR ME – DON'T CHA. SEE WOT I'M WEARIN?
CHAPMAN
GRIMM
W. SPENCER
SOUNDS GOOD, DOESN'T IT?
TOLEDO NEWS-BEE
FRED STONGE HAS ABOUT FINISHED ANOTHER SUCCESSFUL SEASON OF CYCLE BOOSTING
I'LL BE A HARE!
LOUIS BENEZATTO, U.S.I. RIDER, WINS THE NEW YORK STATE AMATEUR SPRINT CHAMPIONSHIP AND JOINS THE CROWNED HEADS
TOLEDO DEALERS AND TOLEDO NEWS-BEE PUT OVER SUCCESSFUL SECRET TIME RUN AND NOW PLAN A HARE AND HOUND CHASE THANKSGIVING DAY
HOWARD FREEMAN

Novel Stunts *for* Crotona Run

By Paul Rick

THE competition committee of the Crotona M. P. have arranged a modified endurance run on November 12. The route as laid out at the present time starts at Fordham Square, Bronx, to Yonkers, to Tarrytown, to Ossining, to Peekskill, to Cold Spring, to Beacon. Beacon to Fishkill, to Stormville, through Luddingtonville, to Carmel, to Kent Cliffs, to Mead Corners, etc.

Fast and Slow Climb

At a given place on the course there will be a hill-climb contest. This will consist of climbing the hill twice; the first climb fast, the second slow. Times will be given for both climbs, and points will be deducted for every second contestants go over the given time in the fast climb. Points will also be deducted for every second the contestants go under the given time in the slow climb. The given time will be an average of the time that members of the club make the hill when marking out the course. Solo and sidecar times will differ.

Brake Test

At a turn in the course contestant will be flagged with a red flag, which will be his signal to stop dead as short as possible. This will be the "brake test." Running over a given line established 50 feet from the red flag constitutes a failure, also, a sidecar turning over, or a solo rider spilling will deduct a certain number of points.

Gear Shift

At another hill in the course there will be a gear shifting test. The rider will approach the hill in high; at the sign "2" he must shift to second gear and continue in second to sign "1." He will then shift to low gear and continue to sign "FINISH." Stalling or stopping machine's forward motion, or being in the wrong gear, constitutes a failure in this test.

Non-Stop Section

There will also be a non-stop section in the course, a contestant stopping for any reason whatsoever will fail in this test.

Otherwise, the same rules and penalties which govern endurance runs will help knock the spots out of the scores. But let it be firmly understood that the Crotona competition committee sincerely believes that this type of run will give the novice and private owner as much of a chance as the seasoned endurance rider. This will not be a machine wrecking contest, neither will it be a Sunday pleasure jaunt, but will be a combination of riding ability plus head work.

Ties

Should any ties develop after the contest, contestants being tied will be obliged to climb a hill so high that they will shift down so low that it will be possible for them to crawl under a snake's belly with a stovepipe hat on and have at least 8 inches clearance. One point will be deducted for every inch in excess of this stipulated measurement. This, however, may be postponed until after election, at which time the snakes may again be plentiful.

THE IRISH CYCLIST SAYS:

"That a bicycle makes youngsters happy and healthy."

The champion polo players of California and Nevada. Seated on their motorcycles the champions are left to right, Mickey Calonico, Pat Speer, Finnegan Speer, Gene Ewing, Henry Torry. The old man standing highest is the team's new manager, Dave Crommie.

SPRINGFIELD
ND ME
MANCHESTER N.H.

Harry S. Crockett and the "Queen" he met at Poland Springs, Me.

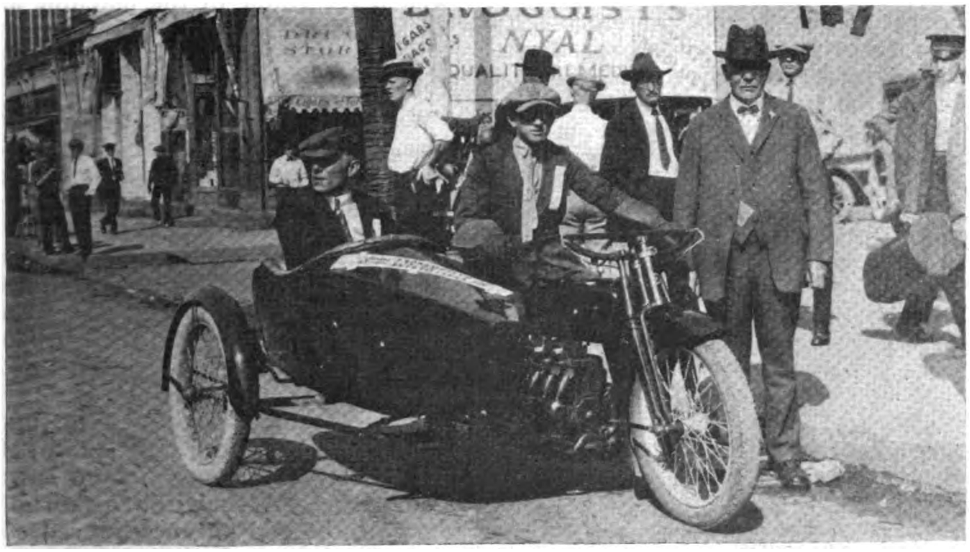
HARRY PICKS A QUEEN

HARRY S. CROCKETT (he doesn't say whether he is any relation to the late David Crockett) has just completed a 1,500-mile vacation trip from his home in Philadelphia to Portland, Me., and return via New York City. Lots of people think Broadway is the place to pick them, but Harry sends us a picture of one he discovered at Poland Springs near Portland, Me. He says he drove out there and "inspected the bottling plant," whatever that means, and right away he met a "queen." She consented to have her picture taken. Harry is the bushy-haired gentleman on the tandem. Aside from this he says the other scenery is also worth while.

Opening A New $2,000,000 Highway

AN event of more than usual significance to all motorists who have occasion to travel the northern part of Ohio, was the formal opening of the new section of State Highway connecting Loudonville and Mt. Vernon. The importance of this will be appreciated when it is understood that there has previously been no route by which one could traverse this section of State in a north and south direction on anything but primitive dirt roads—which were practically impassable after any extended period of bad weather.

The tourist going from Cleveland to Columbus or vice versa had to go many miles out of his way either to east or west to find a road that offered any satisfaction. As for those who lived in this neck of the woods and therefore couldn't go 'round it, they of necessity became expert in juggling their machines over slippery mud ruts and through hub-deep bogs—and developed a marvelous vocabulary of profane language to match the situation.



Deputy Marshal Harry Hoffman in sidecar. Mayor Andress standing at right.

The formal opening of the new section of highway, which is called the "Mohican Trail" after the Indians who once inhabited this portion of the State, was made the basis of a joint celebration by Loudonville and Mt. Vernon. A parade was formed which proceeded through the principal streets of Loudonville to the strains of music from two husky bands, then the head of the parade turned onto the road to Mt. Vernon and led the way to this city over the new highway.

Harry Hoffman, a prominent automobile dealer of Loudonville, was appointed deputy marshal and instructed to take such means as he might find best to keep an eye on the line of march. The machine used was a four-cylinder Ace with one of the new "Observer" sidecars, and the effectiveness with which it got about made Deputy Hoffman very glad of his choice. He filtered back and forth through the long line of cars easily, overhauled any disorderly outfit at will, kept all the drivers under excellent discipline and conducted the progress of the parade with high efficiency.

"DAD" BARRATT'S LONG TOUR

DAD" BARRATT and family are back in Omaha, Neb., after a ten months' (ten months and 12 days, to be exact) motorcycle tour of the country.

"Our object in touring," says "Dad," "was to gather material for story writing, and at the same time to boost the motorcycle as a means of transportation. We started out with the belief that this method is the best possible way of bringing the possibilities of motorcycle touring to public notice and at the end of our tour we are of the same opinion."

The Barratt party consisted of "Dad," Mrs. Barratt and the two Miss Barratts, aged 5 and 7 years. They traveled 11,665 miles and camped out most of the time. Their total load was 1,550 pounds. A Harley-Davidson sidecar outfit was the means of transportation. Careful account was kept of expenses.

The total expense of the trip was $904.35. Gasoline, 367 gallons, cost $89.58 and 24 gallons of oil cost $28.05. Two rear tires, one front tire and one sidecar tire were used.

"We didn't go out to burn up the road and say we had been there. We went to see things," says "Dad." "We stayed in a place until we had seen what we wanted to. We believe it the only logical way to tour, and while it may make us a little poorer in pocket our minds are richer in knowledge and we have the satisfaction of successfully performing our task."

THE MAIN BEARING

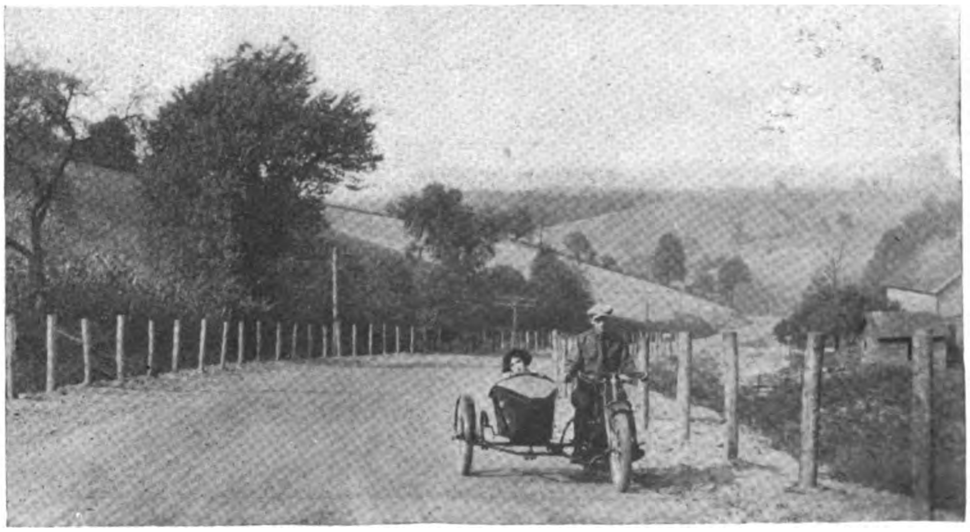
———"Are you sure you have shown me all the principal parts of this car?" asked the fair prospective purchaser.

"Yes, madam, all the main ones," replied the dealer.

"Well, then, where is the depreciation? Tom told me that was one of the biggest things about a car."—The Argonaut (San Francisco).

CYCLE SHOW AT BRUSSELS

The third annual cycle show—the Salon de la Moto et du Cycle—at Brussels, Belgium, will be held from February 24 to March 7 next.



A beautiful view on the Mohican trail between Mt. Vernon and Loudonville, Ohio.

Orrie *and* John Divide Glory

By E. W. Davis

ORRIE STEEL and John Gifford shared all the honors at the Massachusetts Motorcycle Association Hill Climb, Oct. 12, at Pinball Hill, New Boston, N. H.

Orrie won the 37-inch expert solo event, and also the 61-inch expert solo event. John Gifford, riding an 1921 Powerplus Indian, won the 80-inch expert solo event and also established the record for the hill at 17.3 seconds. This record was made in the 80-inch event, although Gifford was riding a 61-inch motor. After Orrie and John had had their three trials it was found that they were tied for first place at 18.3 seconds. Gifford rode first to break the tie and made the 600-feet climb in 17.3 seconds. Orrie's best time up to this was 17.9 seconds, which he made in the 61-inch event. Orrie mounted his redskin, placed his feet in the proper position on the foot boards—that is, knees hugging the tank and toes in and heels out—and went up the hill in what looked record time, but the electrical timing device sticks to the truth and recorded 17.4 seconds, or just 1/10 second slower than that made by Gifford.

The climb was run by the M. M. A. but Charlie Jackson, the Manchester Indian dealer, was largely responsible for the event. First, his right-hand man, Henry Mercer, found the hill and then Jack got busy and had the course fixed up in good shape as could be for any course the first time it is used

Bumping 'em Off

The whole course was 1,350 feet long but owing to the condition of the upper end, Referee Ellis decided to only use the first 600 feet, which was the hardest part of the course. The first 100 feet of the climb consisted of three terraces, which Jack called "elimination bumps," and they sure did eliminate. In the 80-inch events, Kendall Sanders, H. B. Putnam, and O. T. Sheldon all had very fast motors, as did Orrie Steel, but the course was so chewed up that none of them could hold their motors wide open with any degree of certainty that they would be on the saddle at the finish. As the course was bumpy it was simply impossible to keep the grips at the proper speed control. Over a bump they would go, and to hold on to the machine the riders would inadvertently open the motors up too wide, and off the course they would go or else spill. It would be hard to find a freakier hill in New England. In places it ran up to 55 per cent. grade and in others it was almost level. Without exception every rider was pretty well tired out at the end of the climb.

Members of the Crotona Club of N. Y., who tried out air riding and pronounced it good, but not equal to the motorcycle for real sport.

The novice 61-inch class was not run, as only Walter Glasko, of Oakland, R. I., riding a Harley-Davidson, showed up at the start. The rest of the novices were too much novices to try. Several admitted they would like to ride but lacked the nerve.

John Bickleman, of Uxbridge, furnished the biggest thrill of the day when he lost control of his machine near the top, slid off the rear end and the machine continued along without him, lurched into the crowd and tossed a spectator half way down the hill. At first the spectator said he was not hurt but it was found later that he had quite a cut on his right leg and a doctor was called to attend to him. This spill twisted the frame of the machine and "Bick" did not ride in the next event.

Hurdler Jumps the Tape

Walter H. Wood should receive first prize as the best hurdler. Wood got a wonderful start in his first 80-inch trial, and tore up to the start, giving the motor all he had. He struck a slight bump just before crossing the starting string, and jumped clean over the string. The string was stretched across 18 inches from the ground. From then on it was raised to 24 inches.

O. T. Sheldon also pulled a funny stunt. Sheldon was riding one of the fast Harley-Davidsons and got away in fine shape. When within a short distance of the top he encountered soft ground and stopped within 15 inches of the finish line. Why he didn't fall across the line is what Floyd Coolridge wants to know, and O. T. won't tell.

H. B. Putnam, of Hyde Park, made his first appearance for some time. "Put" can come nearer going off a machine and still navigate than any rider in New England. Anyone with a weak heart should not watch H. B.

Joseph Bartlett, of Mendon, got going pretty good with his Scout but about two-thirds of the way up struck a bump and machine and rider turned completely over backward, but Joe fell clear of the motorcycle.

Kendall Sanders and Fred Norquist, from the Boston Harley-Davidson agency, were on deck, as usual, Sandy riding a special motor. Sandy rode very consistently but only got in on

(Continued on page 17)

Gene Walker leading in the five mile 30.50 race on Eastern States Exposition track at Springfield, Mass.

Gene Walker Makes Two New Records

GENE WALKER was the bright and particular star at the race meet promoted by the Springfield, Mass., Loyal Legion on the Eastern States Exposition track at Springfield, Mass., Oct. 12.

In addition to setting a new record for the mile with 30.50 machines on a mile track he went out with his Indian eight-valve and clipped a second from the world's automobile record for a mile on a half-mile track, and then to make it a real day he captured first place in every other event on the program. Incidentally, he carried away something like $500 in prize money, which made it a nice day's work, thank you.

The boys have been having a lot of fun with that 30.50 mile record for half-mile tracks this Fall. Walker started it by clipping a second and three-fifths from it on the Singac. N. J., track Sept. 6. Then a couple weeks ago his team mate, Don Marks, on the South Bend, Ind., track, brought the record down to one minute and 3/5 seconds. This was pretty near the limit but Walker managed to shave off another fifth of a second on the Springfield track Columbus Day. When they begin to lower a record by fifths of seconds that record is about as low as it is going to go, so Walker will probably hold his honors for the balance of the season. The automobile record for the mile was 58 1/5 seconds, made on the same track by Sig Hougdahl on Sept. 22, last. Walker brought it down to 57 1/5 seconds with his eight-valve.

The Columbus Day meet attracted a crowd of about 3,000 people. Threatening weather prevented it being larger. A classy field of speed men were on hand, Indian being represented by Walker, Don Marks, Johnny Seymour, Fred Nixon and Pechar; Excelsior by Maldwyn Jones and Paul Anderson, and Vance was on a Harley-Davidson.

There were plenty of thrills. The crowd emitted a terrified gasp as Don Marks and Maldy Jones crashed into the fence on the east turn as they were about to straighten out for the stretch in the third lap of the 10-mile race.

According to fans who occupied positions of vantage near the scene of the accident, Marks skidded and lost control of his machine as he banked. Jones, following him by 20 yards. attempted to pass the faltering rider on the outside. Both riders were driving their machines close to a mile a minute clip when Marks's machine cut sharply toward the outside of the track. Jones crashed full into him, his front wheel striking midway between the wheels of Marks's machine.

The impact hurled both riders to the fence, Jones flying headlong over Marks and landing heavily on his hands and chest near the outside rail. He crawled off the track, badly bruised, and spectators dragged his machine from the course. Marks landed heavily against a fence post. Dr. W. A. R. Chapin, who was in the stands, rushed to his side and administered first aid. An X-ray examination of Marks at the hospital failed to disclose any broken bones, though he is badly cut and bruised and is suffering from shock. Dr. Chapin, who made the examination, declared that Marks would probably be out of the hospital inside of a couple of weeks.

The six-mile event proved a duel between the Alabama speed boy and Paul Anderson, who pressed the champion all the way.

Fred Nixon figured in the first accident on the program. On the back stretch of the first lap of the one-mile elimination race for a five-mile event to follow he skidded on a wet spot on the track and crashed into the outside rail. He was picked up and attended to by other riders. He suffered burns and scratches on his right arm and shoulder and did not compete in any other races after his smashup.

One-Mile Trial Effort To Break Track Record—Won by Gene Walker, 57 1/5 seconds. (New track record for both automobiles and motorcycles, displacing mark of 58 1/5 seconds made by Sig Haughdahl in automobile at Eastern States fair this year.)

One-Mile Time Trial—Won by Walker, 1:00 2/5; second, Anderson, 1:01 2/5; third, Seymour, 1:01 4/5. (New world's record for half-mile dirt track. Former mark, 1:00 3/5, made by Don Marks at South Bend, Ind., last week.)

Three-Mile Race—Won by Walker; second, Anderson; third, Seymour. Time, 3:05.

Five-Mile Race—Won by Walker; second, Anderson; third, Seymour; fourth, Pechar. Time, 5:12 3/5.

Six-Mile Miss-and-Out—Won by Walker; second, Anderson; third, Seymour. (Called at end of 5½ miles.) Time, 5:39.

Ten-Mile State Championship—Won by Walker; second, Seymour; third, Pechar. (Walker also led the field at the end of each mile.)

Referee, Frank Snook, of Philadelphia; starter, Johnny Constant, of New York; pacemaker, Baxter (Red) Potter; timers, Howard O'Brien, Carl Modig, W. A. Kothe, H. E. Dyer, L. D. Richards, Jacob Rome; checkers, William Carey, Robert Haley, William Prentice, E. W. Stack, Victor A. Gagnon, Harry Buffett; judge, Charles B. Franklin.

VERY RARE

———A nearsighted old lady entered a large curio shop and after pottering around inquired, "How much is that big Japanese idol by the door worth?"

"A great deal," replied the assistant. "That's the proprietor."—Pall Mall Gazette.

None Perfect *in* Maryland Club 24-Hour Run

By A. G. Aldrich

On October 7-8 the Maryland Motorcycle Club held its first 24-hour endurance run to Pittsburgh and return. The outstanding features of the event were the absence of perfect scores; the never ending fog and rain, and the wonderful hospitality of the South Hills Motorcycle Club of Pittsburgh.

Twenty-one riders started and only five finished within the time limit, and only one other rider finished anywhere near the limit.

G. C. (Clayton) Sandruck, riding a Henderson DeLuxe in the professional solo class, came through with the highest score, 991.

The next highest score was in the professional sidecar class, F. W. Hippler, driving one of the new Indian Big Chief jobs, getting a score of 973.

In the expert sidecar class G. F. McKenna piloted his Harley-Davidson outfit around the course for a total score of 926. No one finished in the expert solo class.

Got Lost at Pittsburgh

In the sidecar classes, the winner in each instance was the only finisher. In the professional solo class, M. E. Roloff mounted on an Ace, was second with a score of 951, while Henry Hook was third with a score of 864, riding a Harley-Davidson. Each of the finishers claims he would have turned in a perfect score if he had not gotten lost in reaching the Pittsburgh check, but they all seemed to be in the same boat. We take off our hats to any man that can drag a solo machine over that mountainous course, through dense fog, blinding rain and darkness, and still come in with anything like a decent score. While the course lay over the National and Lincoln Highways, still it was most strenuous.

The first rider left the club house in Baltimore at 11 p. m., Oct. 7, Henry Hook being the lead-off man. Twenty other men followed at two-minute intervals, all running on a twenty-mile per hour schedule. The first ten miles had not been run off before trouble camped on the trail of A. F. Lotz, electrical trouble putting his Harley-Davidson sidecar outfit out of the running. He was saved a wearisome journey and at first did not realize how fortunate he was. Next we must take off our hats to L. Bond, expert solo rider who took the wrong road at Ellicott City and after touring through Gaithersburg, covered 96 miles to Frederick, the first check, 45 miles by the direct route. Being over two hours late, he returned home from there.

Everyone else seemed to find Lady Luck with them until nearly to Cumberland, 140 miles, when W. E. Leutbecker fell and slightly injured himself. This stretch brought them over the first few mountains, and to show the road conditions they encountered, just outside of Cumberland they saw five automobiles overturned due to the slippery condition of the road.

The Uniontown Club

After riding through the dark, several riders decided to form a "Uniontown Club," for this seemed to be the Waterloo of several. Irving Hetrick, with tandem passenger, decided their Harley-Davidson had pulled them far enough as did Bernard Thanner, Henderson, also with a tandem passenger. J. Sprigg was Thanner's passenger and we forget the other tandemite's name, but hats off to them both for sticking that far over the wet roads. Fog made it almost impossible to see more than a few feet ahead. O. H. Walsh, Harley-Davidson solo, dropped out at Uniontown also, after having tangled with a wire fence as he neared the city. He made a plucky ride. L. Seifert, Harley-Davidson sidecar, had turned back at Cumberland.

W. J. Steinfeldt also soon felt he had driven far enough, as did W. W. Westerfield. C. A. Neal fell before he reached Uniontown and broke a handle-bar, but piloted his Harley-Davidson into town with one hand. Here he put on a new pair of bars and went on into Pittsburgh. As he neared Pittsburgh, having but 30 miles to go, E. P. Buell's Indian decided it had pulled a sidecar far enough and a cylinder went out of commission, thus spoiling an otherwise perfectly good score. This was particularly hard on Buell for he had put in many days' hard work preparing the details for the run. He went on into Pittsburgh via trolley, from where a South Hills M. C. wrecking crew went out and towed his machine in.

Henry Hook and B. F. Westerfield took their Harleys for a tour over the wrong road getting into Pittsburgh, accompanied by "Red" Roloff with his Ace. They all reached the control together, some of them over an hour late. F. Hippler wandered around for nearly a half hour trying to locate the check, losing his only points of the run. J. P. Brandau came into Pittsburgh, also late, over two hours.

Here at Pittsburgh the members of the South Hills Motorcycle Club had quantities of food and a good fire for the drenched riders. For those that went no further in the run they had cots. And as for other things they had, boy, page Mr. Volstead. These men did everything possible to make it easy and pleasant for the riders.

R. A. Huster failed to reach this point, as he slid off the road and turned his sidecar outfit over. The sidecar was so badly broken up he just left it there.

Tipped Out Wifie

B. F. Westerfield dropped out before reaching Ligonier. J. A. Chyba, who carried his wife in his Harley sidecar outfit, had a good score at this point, but broke his last generator belt and dropped out at Connelsburg. He was using a non-battery system. A. E. Schmidt and wife also had a good score at Ligonier, but failed to adhere to schedule during the later part of the run, coming in about three hours late at Baltimore. He went to sleep and turned the Indian on its side, throwing Mrs. Schmidt out. She fortunately escaped injury.

Riders were returning to Baltimore for several days, only six coming in that night. Several shipped their machines back and returned on the train.

At nearly every point representatives of the Firestone Tire Co. checked the riders, and at no point did the riders fail to find the checkers on duty. Secret checks were held near Uniontown and Chambersburg. Chambersburg was also the scene of a half-hour rest period, where John Grove checked the riders. At Frederick, Paul Delphey checked, while at Cumberland the local Harley-Davidson dealer signed the cards. The Maryland Motorcycle Club wishes to publicly express their thanks for the wonderful co-operation given them throughout the entire run.

THE IRISH CYCLIST SAYS:

"That the scorching motorcyclist misses the real pleasure of the run, as he sees little of the country he passes through."

Some of the brave mud-pluggers in the Northwestern Ohio endurance run. Left to right: "Count" Pineau, winner of the highest all-around score as well as the high sidecar honors; W. A. Mayer, heavyweight solo. He was the only finisher in his class; Glenn Durling, winner of the novice trophy.

Ohio Endurance *a* Wet Affair

THE official reports indicated C. F. Pineau driving an Indian Chief with Princess sidecar, is the winner of the Northwestern Ohio Endurance Run, held Saturday and Sunday, October 7 and 8. He finished with a score of 986 points, also naturally making the highest score in the sidecar class.

To W. A. Mayer, of Fort Wayne, mounted on an Ace, goes the premier honors in the heavyweight solo class. His score was 970, while Don Marks collared the highest honors in the middleweight section, mounted on an Indian Scout, with a score of 948.

Glenn Durling, driving a Harley-Davidson sidecar outfit, will be awarded the novice trophy. He finished with 977 points. Thus, in a nutshell, is the results of the above run, which was the first one held in this district since the old F. A. M. days, and which was organized principally as a good jaunt, for on the entire course of 367 miles, there was no more than 30 miles of bad roads. The rest of the course was over the main highways and pavements between Toledo, Akron, Canton, Loudonville, Mansfield and Toledo.

But the best of plans and intentions go astray, for in this case Doc Daveys, of Worcester, who has not given old man Jup Pluvius a job this year, sent the old gent to Toledo, with instructions to sprinkle the landscape, which he did in grand style, starting about twenty-four hours before the run and continuing for practically the entire duration of the run. The result was the contestants started in a heavy downpour of rain, and while they were dressed for the occasion, the continuous rain and the stretches of mud which they encountered, caused the downfall of all but six, who finished, none of them with a perfect score, however.

Many tales can be told of the run between Wooster and Loudonville, a 20-mile stretch of dirt with several real hills. Those who got through, and were riding solo, reported one flop after another, while the sidecars slipped from ditch to ditch. It called for real grit and riding ability, and to Hall goes considerable credit for the battle he made, finishing with the other five, handicapped the greatest part of the night by riding without lights, which were broken when he skidded, he managed to make a creditable showing.

The contestants were checked and taken care of by the various dealers in the towns they went through, and in Loudonville, where they stopped over for an hour, they were the guests of the Flxi factory, where a large fire was kept burning for the riders to warm up, and heaps of sandwiches and gallons of coffee were appreciated by all, for everyone was soaked to the skin and had been in that condition for many hours. Hugo Young and his lieutenants could not do enough for the riders.

Many were the incidents around the course, naturally the most amusing being of those who joined the "Out At" Club.

To Jack Pratt goes the credit for telling the biggest one. About a horse, it is. It seems that Jack mired in the mud on one of the hills, and was unable to get started owing to poor traction, and while debating with himself how to continue, he heard a strange noise which after being traced came from a horse in a neighboring field. Jack jumped the fence, grabbed the horse, led him around through the gate. Finding a piece of rope he tied it around the horse's neck and with the horse pulling, finally succeeded in getting the machine over the hill where he let the horse go to find his way back to the field as best he could.

Don Marks, in attempting to avoid a detour, went through a closed road and the only place he was able to ride was on a footpath which was lined with trees and poles. Not watching himself and misjudging the distance between the trees and poles, his machine wedged between two of them, which made it necessary for him to get off and squeeze his handlebars together before he could get by.

Wally Stuart, who promoted the run, did not compete, but was to be found at various checking stations. To his credit it can be said that he put over an honest to goodness endurance run and then managed to have everything organized so there was no trouble or cause for protest by any of the contestants.

C. F. Pineau made his comeback as a competition rider, this being his first event since the beginning of the past war. He will be remembered as an old-time racing star.

Don Marks, who establishes world records over night on the track, said it was his first endurance run, and

(Continued on page 14)

Solving Mechanical Troubles

Often the Factory Is Blamed for Difficulties That are Caused by as Simple a Thing as Faulty Riding Position

By The Question Box Editor

TRACING Troubles by U. S. Mail brings to light some curious exceptions to what may be called the common or garden variety of motor irregularities. Ordinarily, when the motor acts in a certain manner, you can lay it to the carburetor or the magneto or to carbon deposit, but at that you may not be wholly correct. The indications you get from the inquirer in Kalamazoo, Oconomowoc or Gory Gulch all point to it being one of the regular troubles, but when he comes to apply your instructions, they still may not effect a complete cure. And right here is where you have got to consider "model troubles" which are frequently puzzling, even to the factories themselves.

A short time ago, for example, there was an epidemic of motors running finely up to 30 miles per hour and then stopping completely. This stopping did not happen regularly, only occasionally. These troubles all came from motors of the same model and year. Conclusion, not getting gas or a poor magneto and the chances in favor of a clogged gasoline pipe, for several noted that the float chambers were dry. But in several cases, too, the float chambers filled again while the rider was verifying his ignition or cussing out the machine or the fellow who sold him gasoline.

Small Fuel Pipes

Now, in the pioneer days of automobiling, when street car makers and manufacturers of rubber dolls entered the field of the motor car, there were lots of cases where the fuel pipes were too small to feed the carburetor at high speeds. A check up was made on the models of motorcycle which gave the trouble just referred to and it was found that someone had sold the factory copper tubing which was O. K. outside but too small inside and that a considerable number of machines had got out before the fault was discovered. Inquirers were therefore advised to get their dealers to fit another fuel pipe and this cured the trouble.

In another case, several inquirers stated that the mixture would suddenly get too rich at speeds above 30 miles per hour and the motor would miss. Some could adjust the carburetor for this, but would experience the same trouble again. If these riders had used the old Model H Schebler we could assign this to a stuck roller on the needle valve stem and a groove in the cam, but they used another carburetor. It finally came down to the jounce of crossing a railroad track or riding cobbles shifting the position of the high speed valve in the carburetor.

One Never Solved

The Question Box Editor got the finest kind of service out of a five-year-old Indian twin fitted with the familiar "tin can" or Hedstrom carburetor, and he got this service for five years. At 38 miles per hour the mixture was rather too rich and the motor tended to heat up, but above and below this it ran sweetly. Another type of carburetor was fitted and the phenomenon occurred at 35 miles. The trouble disappeared temporarily after overhauling the motor, but cropped up again every 3,500 miles. It appeared that no possible refitting of the carburetor could remedy this, but after the final overhaul in 1921 it disappeared and the mystery is yet unsolved. If it was another make of carburetor it might have been a worn or defective throttle valve fitting or a kink in the cam.

A curious case of poor running occurred near the Editor's home. The rider was troubled with the motor overheating, yet when another rider took the machine this trouble did not occur. The Editor tried out the machine and got no overheating, either, so commenced on the owner. He wore a linen duster whose tails he wrapped around his legs for breeches and there were burned marks on the tails of the duster. The owner was built just right to permit of cutting the air from the auxiliary air valve when he dug in his knees, and when he learned to use a different riding position minus the duster everything was all correct.

There is nothing of the Sherlock Holmes about this, for the Editor was stuck the same way when using a 3 h.p. N. S. U. in 1911 and experts like Fred Voelker and Art Chappel couldn't make it out. Changing the position of the pedal when riding did the trick. I might say with regard to the rider who wore the duster that he cussed out the machine and its makers to high heaven before we showed him where the trouble lay.

THE EVIL OF MERCHANDISE PRIZES

EDITOR, MOTORCYCLE AND BICYCLE ILLUSTRATED: Armour Anderson touches a sore spot in motorcycle sportsmanship in his article on "Have We Lost Our Sporting Blood?" This is the greed for merchandise prizes. The spirit is a purely commercial one and hinges on the fact, in many cases, that merchandise prizes can be sold, whereas medals cannot.

The motorcycle clubs are responsible for this condition, and so have the factories been in the past. Whenever a club is to hold an endurance run, committees go around to the dealers and accessory folks and even to the factories for prizes and the committees usually get quite an assortment. The clubs then advertise the numerous prizes, and there are usually enough tires or speedometers or cans of oil to go round the whole entry list.

The factories can help, too, if they will do like Harley-Davidson and offer medals only, discouraging the putting up of merchandise prizes. The writer feels that the sidecar has not spoiled club runs but that the fault lies in the big prize lists. So long as the "shamateur" (who cashes in his prizes) is encouraged, just so long will the sporting blood grow thinner until real endurance run riders can be found only in homes for the aged.

Springfield, Mass. D. R. Hobart

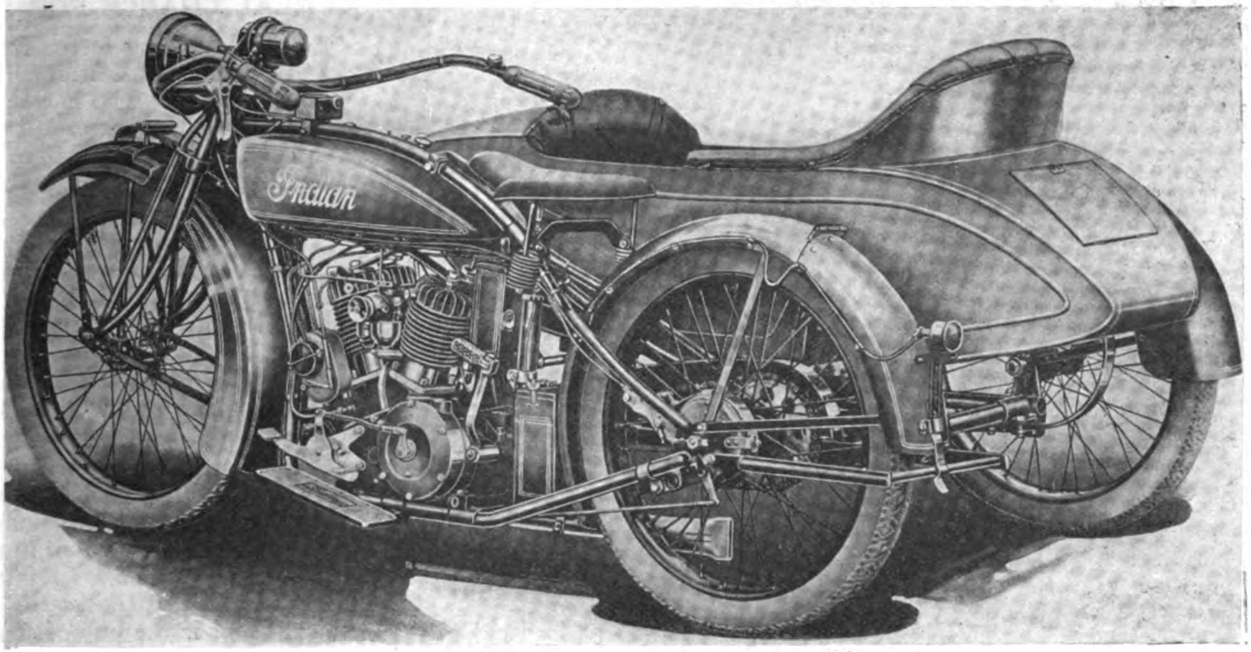
OHIO ENDURANCE A WET AFFAIR

(Continued from page 13)

while he made the best showing in his class, he is not satisfied unless he can make the best showing of all in an endurance run and is looking for more.

THOSE WHO FINISHED:

NAME:	MACHINE:	SCORE:	REMARKS:	AWARDS:
C. F. Pineau......	Ind. Chief & Princess Sidecar	986	Highest Score Highest Sidecar	Silver Medal H. D. Trophy
Glenn Durling....	H. D. & Sidecar	977	Highest Novice	Ed. & Crist Trophy
W. A. Mayers....	Ace	970	High. Heavy-weight Solo	Hendee Trophy
Don Marks......	Ind. Scout	948	Highest Middle-weight Solo	Schrader Trophy
Buck Fasig......	Ind. Standard	935		
H. J. Hall........	Cleveland	919		



Heap Big Chief 74

Hendee Announces New Model Designed Primarily for Heavy Duty Sidecar Work, But It Has Speed Also

By W. H. Parsons

THERE'S a new warrior in the Indian Wigwam. They call it the "Big Chief 74." In general appearance the latest Indian closely resembles the regular 61 Chief, but Oh, Boy there's a difference in speed and power. It's true they kinda put the soft pedal on the "speed" end of it when you are talking to the factory people about the new model. They tell you that the Big Chief is designed primarily as a heavy duty sidecar plugger, and while—"of course it is much faster than the 61, really the thing the engineers have sought to do was to develop maximum power for sidecar use rather than get the most speed out of the piston displacement."

Nobody is going to question their success in producing the power, but don't get the idea that the speed is not there also. Somebody is going to receive a jolt in some of our hill climb competition if they go to banking too much on the idea that the Big Chief is just a heavy duty plugger. So don't let anybody tell you that speed is not one of the outstanding characteristics of the Big Chief 74.

Nobody at the factory has hinted anything of the sort to me but I wouldn't be one bit surprised to see some one take a crack at Baker's recently made transcontinental record with the new motor and that will require speed as well as power.

That the Big Chief 74 was "on the way" has been no great secret. When I was in Springfield last July, gathering the data for the announcement of the 1923 Indian prices and sales policies which was made in the August 10 issue of MOTORCYCLE AND BICYCLE ILLUSTRATED. I heard considerable quiet talk about the "Big Chief that was to be announced later."

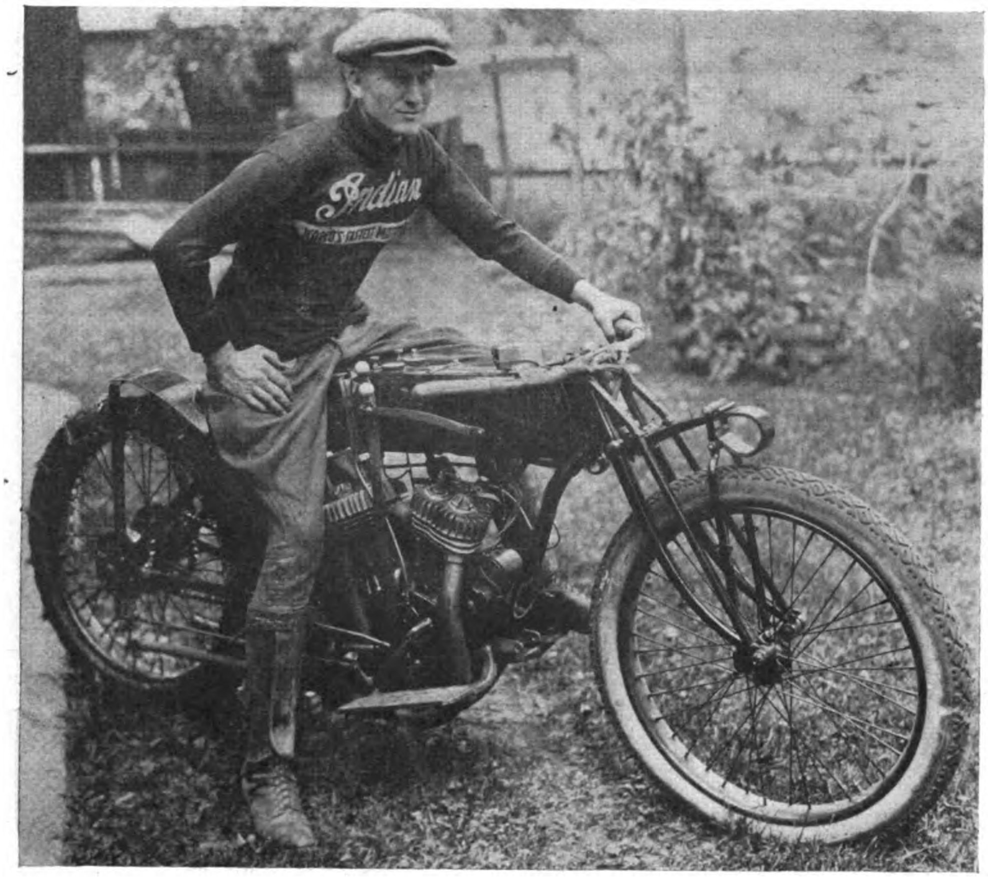
The first models were just coming through and being tried out. "Samples" were being sent out to dealers in all parts of the country with instructions to "give 'em H—ll." In other words, to try them out under the most exacting conditions, and report back to the factory on results. The same thing was being done by the regular factory testers, and as soon as enough machines were available the factory traveling salesmen were supplied and told to hook on their sidecars and go to it. The engineering department wasn't worried over what the verdict might be, for the new model had been in the works for nearly a year and had been well tried out before the dealers and salesmen were given a chance at it. That the engineers were justified in their confidence is indicated by some of the reports received from dealers.

The Indian Motorcycle Co., of Atlanta, Ga., said that having given the new chief a thorough test, "we consider the new Chief the best motorcycle Hendee ever built and therefore the greatest motorcycle value in the world today." Nothing lukewarm or doubtful about that report. A. H. Crocker, of Kansas City, reported: "The new Seventy-four Chief is absolutely perfect, having all the sweetness of the Sixty-one and with the additional advantage of really more power than is ever needed." You'd think he was talking about his best girl. Other reports were just as enthusiastic.

Sales Manager J. B. McNaughton, when asked why the new model is announced at this time, replied:

"Because we have given it every possible test and are satisfied that it will meet the requirements of the trade which for some months has been clamoring for a big Chief 74. The 61 Chief has given complete satisfaction in the 61 class, but there has appeared a persistent demand for a machine with greater power and greater speed, embodying the same characteristics as the regular Chief. The Big Chief 74 meets these conditions. It is designed particularly to meet the exacting requirements of heavy duty sidecar service. It is a plugger and a regular bear for power. We wanted a machine on which the ordinary novice could dump in the gas when he came to a hill and have it respond with an unusual amount of power. This is exactly what our engineering department has accomplished."

From a mechanical standpoint, the new model is little different from the



Barney Drykstra, of Grand Rapids, Michigan, who won the Michigan State championship hill climb, is 6 ft. 2 in. in his stocking feet and weighs 170 lbs. He's a clean sport and everybody likes him.

regular Chief, except for the larger motor. The bore is 3 1/4 and the stroke 4 7/16, which gives a displacement of 73.68 cu. in. To insure proper oiling the plunger of the mechanical oiler is drilled 9/32 as compared to 1/4 on the 61 Chief, and this will give adequate lubrication without resort to the hand pump. There are two rings at the top and one at the bottom of the piston which is longer than the one in the 61 motor, and designed to reduce carbonation, lessen the possibilities of slap and distribute the wear over the entire cylinder bore. Outside of these changes the two machines are practically identical.

"We could have made a public announcement of the new model some time ago. It was ready and its existence was no secret, but we have purposely delayed until we were positive that every dealer in the country could at least have a demonstrating machine," said Mr. McNaughton. "The majority of the big important points are already supplied. It looks as though our biggest problem is going to be to take care of the trade requirements. We have promised the dealers that they will all have a demonstrator at once and after that we will ship the balance of their orders as rapidly as possible. Already two full carloads have been shipped to the Pacific Coast to be there in time for the published announcement. Factory production is so scheduled that we expect to supply machines to the trade immediately following this announcement."

"We feel," concluded Mr. McNaughton, "that the addition of this Big Chief 74 rounds out the Indian Line to the very last notch. There is no question but what the use of larger motors by other manufacturers has created a demand for a more powerful machine for sidecar work, and we feel that the Indian dealers now have a lineup of machines which will cater to the exacting demands of the motorcycle market."

The new model is listed at $345, F. O. B. Springfield.

A REAL CHANCE FOR SOMEONE

THE following letter from Charles G. Gilson, of Centerville, Ia., a bicycle enthusiast who is a regular reader of MOTORCYCLE AND BICYCLE ILLUSTRATED, discloses that in his town there is a chance for a live-wire bicycle man. He writes:

"Wish you could jar some good bicycle repairman loose from yours or other cities and start him toward Centerville not later than early next spring. You'd wonder twice if you were here and knew the conditions. If I was up on mechanical lines I'd open a shop in jig time.

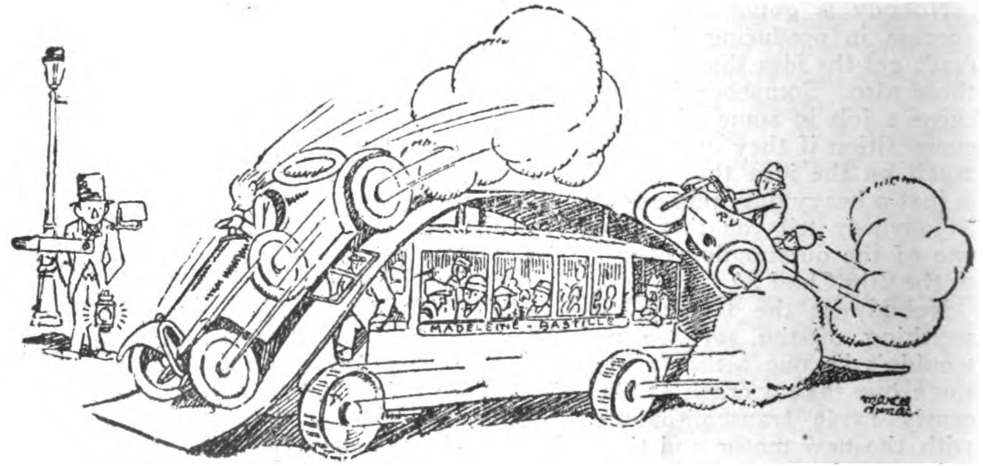
"We have a little city of 9,000 people, several miles of asphalt paving (real paving, I mean), some thirty coal mines in the vicinity, not in town, mind you. Seven banks, (get that), city street cars and miles of interurban lines. This is the hub of several smaller feeder towns, also. We have a daily paper with a circulation of 4,500. We have everything you have in larger cities only on a smaller scale. (I might say with the exception of a good bike shop.)

"One hardware store carries a few cheap wheels on the top shelf and push De Lavalle cream separators. There is one little basement shop and he carries no bikes whatever and is not equipped to do real repairing, although he does some work.

"If a real repair shop was opened, carried one high-grade line and another cheaper one it should make a killing. Hasn't been a real shop here since the good old days when there wasn't a brick in the street. There's an opening for someone. Should you hear of anyone, have them write Ray W. Robie, secretary, Association of Commerce, for information."

MOTORCYCLES IN HOLLAND

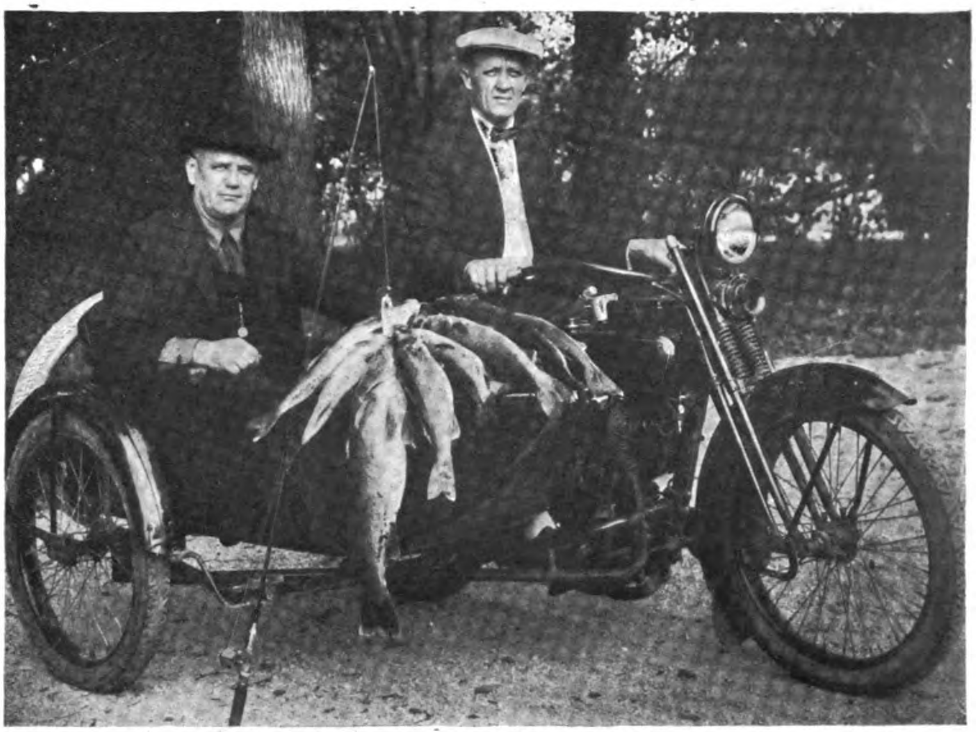
During 1921 there were approximately 25,000 motorcycles in use in Holland.



A suggestion for the relief of traffic congestion made by "L'Auto," Paris, France.

THE TWO BILLS GO FISHING.

TO get a good string of fish—the big ones—it isn't necessary to take a week off and go up in the wilds. That fact was demonstrated the other day by William S. Harley and William Davidson of the Hardey-Davidson Motor Company, Milwaukee. The two "Bills" left the factory after working hours and rode out twenty-five miles to a lake that has the reputation of being well fished out. With a full moon in their favor, they got in about five hours of fishing and when they called it quits, had 39 pounds of pike and bass to their credit. The big pike that shows so prominently in the picture weighed 8¼ pounds



Not so bad for a couple of amateurs.

ORRIE AND JOHN DIVIDE HONORS.

Continued from page 10.

third money in the 80-inch event. His motor had more pep than Sandy knew what to do with.

Bouchard, of Manchester, riding an Indian, had hard luck in his riding, breaking a gear box.

Summary:

Thirty-seven-inch Expert Solo—First, Orrie Steel, Indian, 25.3 seconds; second, Walter Wood, Indian, 33.4 seconds; third, Joseph Bartlett, Indian, 527 feet.

Sixty-one-inch Expert Solo—First, Orrie Steel, Indian, 17.9 seconds; second, H. B. Putnam, Harley-Davidson, 18.5 seconds; third, Walter Wood, Indian, 18.6 seconds.

Eighty-inch Expert Solo—First, John Gifford, Indian, 17.3 seconds; second, Orrie Steel, Indian, 17.4 seconds; third, Kendall Sanders, Harley-Davidson, 18.9 seconds.

CLIMB MT. RANIER

THE narrow trails circling the north side of Mt. Ranier, in Glacier Basin, are fairly safe for mountain goats. Recently, however, three motorcycle riders, Wm. Pollard, Earl Everett and O. V. Schott, invaded the altitudinous icy fastness, and a little flag now waves at a point 6.490 feet up, on the Basin Trail. The flag was planted by Pollard, who says he would not attempt the trip again for any amount and defies any rider to break his altitude record.

According to all three riders, it was some real hill climb. The two latter riders say they had some slight respect for their machines and somewhat of a desire to remain among the living yet awhile—they admit that they rode the precipitous trails farther than any one in his right mind would dare to. Had Pollard ridden with spurs he would have gone straight over the 14,408-foot summit, his companions contend.

The motorcycle riders went into Mt. Ranier National Park via the new road to White River Camp. The camp is well up in the air, at an altitude of 4,600 feet. Approximately nine miles of trail were ridden in reaching 6,000 feet, the point where Everett and Schott came to a halt.

There was still a little rubber on the rear tire of his machine and he toured on for nearly a mile, to a point 6,490 feet in the air. Here Pollard planted his flag.

"Chick" Fogarty off for the golf links.

CHICK COPS A MEDAL

VISITORS at the plant of the Westfield Manufacturing Company who are interested in any of the outdoor sports, hunting, fishing, camping, cycling, golf, etc., find a ready and willing listener in the person of Charles J. "Chick" Fogarty. Most any evening during fair weather you can see Chick cycling along Western Avenue from his home on the Highlands bound for the golf links of the Westfield Tekoa Country Club. At one of the Cycle Jobbers' and Dealers' Conventions held at Atlantic City a year ago, Chick romped off with the low gross and low net prize being presented with a handsome gold medal and now Chick has topped this off by capturing the championship of the Tekoa Country Club golfers in the final match played with Dr. R. M. Marr. Chick won the 36 hole match by a 4 and 3 score. Chick is well known among the jobbers and dealers in the country and has always urged a "round or two" on their visits to the plant. He invites them all to bring along their sticks because he is willing any time to take a good trimming but only after a tough struggle.

Announcing

Indian Big Chief 74

$345

F·O·B· FACTORY

Sure, you've heard about it.

Factory production models have been on the road for three months.

Fifty of these machines have been plugging good, bad and indifferent roads in every section of the Untied States since July 1.

Georgia sands, Colorado mountains, Missouri mud or New England boulevards have been all the same to this Big Bear designed especially for heavy duty side car service.

Our salesmen, our dealers, our testers, individual riders and, in fact, everyone who has been privileged to ride this latest addition to the INDIAN line, are unanimous in approval and praise of its performance.

It's a bear

is the universal verdict.

HENDEE MANUFAC

Largest Motorcycle Manu

SPRINGFIELD

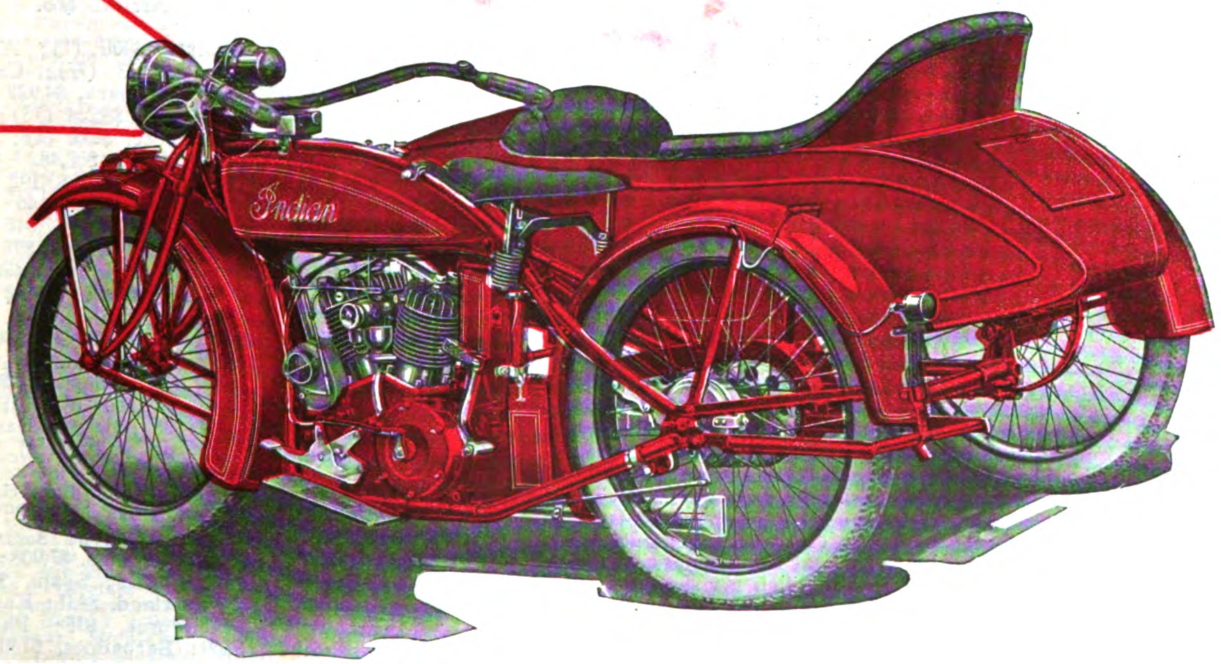
Deliveries Now

Our exhaustive tests have been completed—the Big Chief 74 is now ready for delivery.

We will not go into any lengthy discourse on what this machine is capable of doing. We want you as a rider or a dealer or a prospective purchaser to be the judge.

The majority of INDIAN dealers throughout the United States are now prepared to give you a practical demonstration.

We claim that the Big Chief 74 at the astounding price for which it is being sold is the best buy in the heavyweight field. INDIAN dealers stand ready to prove this statement and the Hendee Manufacturing Company is here to back up INDIAN dealers with the goods.



URING COMPANY
cturer in the World
MASS.

Here it is

Big Chief 74 and Princess Side Car

With *the* Trade

AN INVADER AT OUR DOORS

New York—Felix K. Mauler, Prague-Praha, Hermanova 5, Czechoslovakia, writes that he is prepared to export motorcycles from his country to the United States and would like to get in touch with American exporters who would be interested.

DROP PRICE ON GASOLINE

New York City—The price of gasoline has been reduced one cent by the Standard Oil Company of New Jersey, the Standard Oil Company of Ohio and the Texas Company, while Oil City refiners reduced the price three-fourths of a cent.

D. P. HARRIS IN THE SOUTH.

New York City.—D. P. Harris, of the D. P. Harris Hdw. & Mfg. Co., is now on a trip through the South and every mail brings in good sized orders for Rollfast, Gold Medal, Blue Ribbons and other lines of cycles from the houses he calls on in that territory. Mr. Harris will return before Election Day.

MILLER'S CARDS ON THE TABLE

Milwaukee, Wis.—T. A. Miller, Sales Manager of the Harley-Davidson Motor Co., has a record of sales achievements which shows what can be built on a foundation of absolute candor. He lays the cards on the table, face up, when dealing with his dealers. Result—a wonderful gain in business for 1922.

ALEX SCAISON SAILS.

New York City—Alex Scaison of the Progressive Cycle and Auto Supply Co, sailed on the Steamer Resolute for Europe on Tuesday, October 17. Mr. Scaison will spend two weeks in Germany and then come home by way of France and England. Alex says the recent ruling of Attorney General Daugherty will take a lot of enjoyment out of the trip.

COLORADO TAX.

Washington, D. C.—The Supreme Court announced it would not consider a case brought to test the Colorado law imposing a tax of 1c a gallon on gasoline. The refusal to review was due to the fact that the court previously had passed on questions similar to those raised in this case, which was brought by the Altitude Oil Company against the State of Colorado.

GAS PRICE CUT IN CHICAGO.

Chicago.—A reduction of 2c a gallon in the price of gasoline and all other naphtha products, effective October 10, was announced to-day by the Standard Oil Company of Indiana. It was estimated the cut in price would save motor car users more than $2,500,000 a month. The new price will make the Chicago base for gasoline 19c at the tank wagon and 21c at the service station.

SOUTH AFRICA A GOOD MARKET.

Washington, D. C.—There is a good market in South Africa at present for motorcycles, particularly those of American manufacture, according to a report from Vice Consul Cawston, Capetown, which has just been filed with the Department of Commerce. Far from being hurt by the recent business depression, the motorcycle trade has been stimulated, for the result of the depression has been that people who ordinarily would have bought automobiles are now buying motorcycles and sidecars, mainly on account of the increased mileage possible. Although more British machines were sold in South Africa before the war than American makes, motorcycles from the United States are now more popular than English machines, and, according to reliable figures, twice as many American machines are now sold as English. The demand is for heavy, powerful machines.

TO AUCTION USED MOTORCYCLES

Newark, N. J.—Carl W. Bush announces that he will sell 50 used motorcycles of all makes at auction at his store in Newark, Saturday afternoon. The machines will be knocked down to the highest bidders, regardless of the price offered. Buyers who cannot pay all cash will be given terms.

LOOKS GOOD TO WAINWRIGHT.

Indianapolis, Ind.—President L. M. Wainwright is always optimistic, but just now he is especially so. "We are driving for business at extremely low prices," he says. "Business is improving and our foreign business is splendid. Both the motorcycle and bicycle business will show well the coming season. Diamond chains will show on all important cycles."

F. H. HARRIS LEAVES GOODRICH

Akron, Ohio.—F. H. Harris, who for the past 22 years has been connected with the B. F. Goodrich Rubber Co. and who has a wide circle of friends and acquaintances in the cycle industry because of the fact that for many years he was manager of the Cycle Tire and Accessory department of the Goodrich Co., announces that on Oct. 15 he severed his connection with the company. His plans for the future are not determined except that he says he intends to take it easy for the next few months.

WHY PERLMAN SMILES

New York—Harry Perlman of the Perlman Cycle & Supply Co., 34 Warren Street, is all smiles. When asked as to the wherefore of the jubilation, he points to a basket full of orders. "See those, we can't fill them. We can't get the goods. We are working nights. Can't you do something to get the manufacturers to supply us with the goods we need to sell? Itis this way," he explained in answer to a question as to why business has been good for the past four or five weeks, ever since the Atlantic City convention. "It is this way—The dealers have gotten their shelves clean. They need goods. When our salesman comes to see them now, he really meets a man who wants to buy goods. You know, when a dealer has on his shelves stock that you sold him at a high price he does not receive you or your salesman very cheerfully. It is like drawing teeth to get an order out of him because he is sore at the business, at himself and at you. But when his shelves are cleaned of merchandise, even if he sold them at a price lower than he paid for them, he feels better and is ready to buy. And from the way orders have been coming in these past four or five weeks, I believe we have a good time ahead of us in this business. When general business is good, and every man is working, the workman feels better and has money to spend. That is what is happening now. For the greater part, everybody is working and I believe we are at the beginning of a two or three or four-year rise in business that will be very unusual. If only we can get the merchandise, and if the price keeps low, as it is now, we will be all right in the bicycle business."

FRANK SNOOK TAKES A BRIDE.

Philadelphia, Pa.—Announcement is made of the marriage of Miss Florence Heavey, daughter of Mr. and Mrs. John Heavey, to Frank W. Snook, on October 6. Mr. and Mrs. Snook are at home to their friends in the Montevista apartment, 63rd and Oxford Sts., Philadelphia. So now we know one of the reasons why Frank moved to Philadelphia. Part of it was to become sales manager of the Ace Motor Co., but there was an even greater attraction. Congratulations.

FRANK B. RODGER IMPROVING

Los Angeles, Cal.—The many friends of Frank B. Rodger, who for many years was with the advertising and sales departments of the Harley-Davidson Motor Co. at Milwaukee, and who has legions of friends in the motorcycle field, will be glad to learn that he is greatly improved in health. He has been in Arizona and Southern California for the past two years in search of health and recently has been trying out a new treatment with greatly beneficial results.

CYCLE EXPORTS FOR JULY.

New York City—The exports of bicycles, motorcycles and parts of cycles, excepting tires, for the month of July follows:

Bicycles—Austria, $104; Latvia, $72; Sweden, $7; Costa Rica, $11; Nicaragua, $40; Panama, $203; Mexico, $560; Newfoundland, $36; Barbadoes, $35; British West Indies, $30; Cuba, $1446; Dominican Republic, $424; Dutch West Indies, $291; Virgin Islands, $70; Argentine, $813; Colombia, $223; Venezuela, $132; British India, $87; Java, $492; Palestine, 93; Philippine Islands, $224; British South Africa, $65. Total, $5,458.

Motorcycles—Austria, $400 (1); Azores, $500 (1); Belgium, $16,873 (77); Czechoslovakia, $2,078 (13); Denmark, $4,927 (20); Finland, $895 (5); France, $8,234 (15); Germany, $4,000 (15); Greece, $151 (1); Italy, 48,933 (181); Netherlands, $57,482 (142); Norway, $3,360 (15); Portugal, $3,192 (10); Spain, $3,162 (11); Sweden, $9,146 (47); Switzerland, $766 (3); England, $7,346 (31); Jugoslovakia, $839 (3); Mexico, $95 (1); Cuba, $426 (1); Dutch West Indies, $470 (2); Argentina, $300 (1); Brazil, $2,472 (9); Peru, $338 (2); Venezuela, $158 (1); Aden, $259 (2); British India, $3,648 (13); China, $316 (1); Java, $7,501 (32); Japan, $5,642 (22); Palestine, $370 (1); Australia, $12,116 (42); New Zealand, $10,966 (48); British South Africa, $14,721 (55); British East Africa $2,573 (10); Egypt, $1,224 (5). Total, $235.879. Total number, 839.

Parts of Cycles (Not including tires)—Belgium, $5,341; Czechoslovakia, $308; Denmark, $4,302; France, $6,778; Germany, $172; Italy, $8,947; Netherlands, $7,908; Norway, $1,298; Portugal, $975; Spain, $3,549; Sweden, $3,248; Switzerland, $431; England, $6,410; British Honduras, $35; Panama, $59; Bermuda, $369; Barbadoes, $130; Jamaica, $8; Trinidad, $105; British West Indies, $77; Cuba, $252; Dominican Republic, $50; Dutch West Indies, $32; Argentina, $35; Brazil, $86; British Guiana, $341; Dutch Guiana, $36; Peru, $50; Uruguay, $1,418; British India, $1,801; Straits Settlements, $191; China, $7,688; Chos China, $82; Java, $2,455; Japan, $5,232; Philippine Islands, $1,184; Australia, $3,153; New Zealand, $3.795; British West Africa, $76; British South Africa, $1,252; British East Africa, $6; Egypt, $1,534; French Africa, $8. Total, $81.202.

What Motorcycle Clubs *and* Riders Are Doing

E. G. Baker and Wells Bennett as they appeared in the recent New Jersey jaunt to Atlantic City. Baker with the goggles, B ennett at the right. Baker got a perfect score

NEW JERSEY SMOKER

Newark, N. J.—The New Jersey Motorcycle Club will have Halloween smoker in the club rooms at 127 Washington street. Invitation is extended to members of other clubs.

CHAMBERSBURG HILL CLIMB

Chambersburg, Pa.—Orrie Steel, Indian, won the 61 and 37 events in the hill climb here Oct. 8. The 80-inch event was won by Grove on a Harley-Davidson.

SNOOK BACK ON COMPETITION COMMITTEE

Chicago, Ill.—Frank Snook, of Philadelphia, has been elected a member of the competition committee to succeed Stanley Kellogg, who recently resigned, having discontinued his connection with the motorcycle industry. Mr. Snook is a man of wide experience in competition matters, having served on the committee in the past and the whole trade welcomes him back to the fold. Mr. Snook is now sales manager for the Ace Motorcycle Corporation at Philadelphia, Pa.

CHRISTMAS PARTY FOR GOLDEN GATE

San Francisco, Cal.—The Golden Gate Motorcycle Club will play Santa Claus to the wives and kiddies of its members and will also remember its own members with seasonable gifts. The Christmas party of the Club will take place the Wednesday before Christmas Eve, in the Clubrooms of the organization, and it will be a real, old-fashioned Christmas affair, with a tree, old Santa present in person, a fishing pond, a grab-bag and nuts and fruit in abundance. An orchestra will furnish dance music.

BETTERS SIDECAR RECORDS

Paris, France—On September 26 C. G. Pullin, of England, mounted on an overhead valve Douglas, bettered the record for a two-way run over the kilometer distance in the 1,000 c. c. class. Pullin averaged 26:72 seconds, which averages 83.76 miles per hour. The former record was held by Leslie "Red" Parkhurst, Parkhurst averaging 27.30 seconds for the two-way kilometer. H. Le Vack, riding a stock machine, averaged 29.9 seconds in England.

In the 350 c. c. solo class, Pullin did 24.4 seconds, averaging 93.72 miles per hour as against the former record of 83.07 miles an hour. In the 350 c. c. sidecar class, Pullin averaged 31.59 seconds for the two-way distance, making 70.804 miles per hour. The old mark was 64.1 miles per hour.

In the 750 c. c. solo class, Pullin averaged 22.88 seconds or 98.039 m. p. h., the former record being 89.91 m. p. h. Marchand, mounted on a D. F. R., won with an average of 31.17 seconds, or 71.95 m. p. h., bettering the old record of 71.42 m. p. h.

BIG DOINGS AT MARION, IND.

Marion, Ind.—Extensive preparations are being made by the Entronuse Motorcycle Club of this city for their big Field Day and picnic to be staged in Marion at City Park on October 28. This is the first year the local club has ever attempted anything of this sort, but it is the hope and ambition of the entire club membership to make this Field Day an annual affair always to be remembered. All motorcycle riders, regardless of the make of machine they ride, are extended an earnest invitation by the Entronuse Club to be present on this day and get in the fun and entertainment that is planned. Officials of the club are in receipt of communications from motorcyclists from such distant points as Lansing and Grand Rapids, Michigan; Louisville, Kentucky, and points in Ohio, signifying their intentions of being present on this gala day. The program for this event calls for a number of new and unique games and contests, among them a real-for sure-motorcycle polo game. Possibly the biggest feature on the day's program is giving away a new 1923 electrically equipped motorcycle.

SOME DOINGS IN NEBRASKA

Omaha, Neb.—The Omaha Motorcycle Club held another one of their grand get-together times at Ashland, Nebraska, on Sunday, September 24. Everybody was there, even old Sy. Perkins, the Farmer From Wahoo, and they all rode motorcycles, too. The Lincoln boys arrived shortly after the Omaha bunch, headed by Ed Grone, Indian dealer, and Bill Wolff, Harley-Davidson dealer, of that place. When old Sy Perkins hit the ground he promptly fastened his machine to a tree with a log chain and lock, as how he wasn' goin' to trust them city fellers, fer he had heard some bad stories about them; he also held pretty tight grip on his suitcase, which was marked "Kentucky Moonshine," as how he had heard them city fellers was a bunch of highjackers. After cleaning up the feast the cooks had prepared, the crowd adjourned to the field for the sports. First on the program was a slow race, after which came blindfold spark plug races, blindfold destination races, potato races, egg races for the women, in which the committee used lemons and some of the women were inclined to be insulted, and more than one sour look could be seen. You can't fool a chicken. A parade through the business section of the town, returning to the grounds, was followed by a ball game between Lincoln and Omaha, which resulted in a tie score. The last event was a contest of quiet orderly starting of machines and getting into high gear in a given distance. Sy. Perkins lost the prize after pouring the contents of a bottle labeled chloroform into the tank of his machine, but forgot to close his cutout. After this event the Lincoln Boys started to chase the sun and started the other way, with the intention of heading it off on its appearance in the East. Arriving in Omaha, the boys cleared one of Victor H. Roos' sales rooms of machines and proceeded to dance until the wee small hours of the morning. On the following Saturday night, September 30, the club entertained the ladies with a dance, serving ice cream and cake. Music was furnished by Frank Fox, assisted by Mr. Thomas Edison. The club has organized an Orchestra and Jazz—say, riding down a slippery road in high gear isn't nothing to it.

MILWAUKEE CLUB HOLDS RALLY

Milwaukee, Wis.—The Greater Milwaukee Motorcycle Club held a rally in the mammoth city auditorium, Friday evening, October 6. The affair was a general get-together, enthusiasm promoting affair to interest prospective members and furnish a good time to members. Talks were given by Ray Sood, president of the new club; Walter Davidson, president of the Harley-Davidson Motor Co.; A. B. Coffman, of the M. & A. T. A., and Walter Rowland ("Brownie"), the nationally known automobile editor of The Milwaukee Journal. The latter speaker gave an interesting talk on Wisconsin's highway system and the highway commission's plans for the building and rebuilding of state roads. Mr. Coffman gave an inspiring talk on motorcycle clubs, their mission and advantages. Mr. Davidson delivered an enthusiastic little speech on the club's opportunities in Milwaukee. Ray Sood gave his maiden speech, accompanied by maidenly blushes. Following the talks, Walter Davidson intrenched himself behind a movie projector and gave the audience some educational and amusing reels. The climax was reached when a squad of Keystone cops gave a short drill and then settled down to the business of pinching various and diverse of the elusive auditors. When the quarry was caught he was marshalled before a magistrate ensconced on the stage and fined one buck for one month's dues. Some of those arrested put up a bit of trouble feigning anti-Volstead antics and having to be carried to the judicial bar. Dancing followed the fines. In addition to the speakers mentioned above, the following, prominent in the trade, were present: Hi Hascall and Jack Shillan, of the Shillan, Beck Co., Inc.; H. Jamieson, Ted Miller and E. Salentine, of the Harley-Davidson Motor Co.; Hugh Sharp, of the Hendee Co.; R. L. "Jim" Clark, local Indian dealer; L. W. Peterik, local Harley-Davidson dealer, and his assistant, Wallis Wrede; Milo C. Richter, of Motorcycle & Bicycle Illustrated, and others. The attendance was about two hundred.

SANCTIONS ISSUED

RACE MEETS

Oct. 21—Mattapan Post No. 128, American Legion, Medford, Mass. Sanction No. 770.

PRIVATE OWNERS SECRET DESTINATION RUN

Oct. 22—Dover Motorcycle Club, Dover, N. J. Sanction No. 773.

THE ST. LOUIS M. C.'S FIRST FRY

St. Louis, Mo.—Sunday morning, October 8, dawned upon a cold, wet world. To quote our friend, "Mileage" Hawthorne, "A dark and forbidding cloud hovered over the western hemisphere and threatened every moment to exude great gobs of moisture." To start with, at the meeting place, no one met. At 9 A. M. no one was in sight, except Pete Karanga and a speed cop. Pete is the club's road captain and, having risen late, he tried to cover three miles in as many minutes. He nearly made it. After trying in vain to talk the cop out of it, they adjourned to the "Station" to sign bonds, etc.

The next morning in court, the cop said 60—the judge said 50—and Pete said—— No we won't repeat it. Just use your imagination. Finally ten riders proceeded to Little Creve Coeur Lake. And presently the odor of frying fish arose, and the cook said, "Come and get it." There were enough of the finny tribe to satisfy the appetites of a couple hundred people, but about fifteen riders attacked with a will and were soon calling for help, which appeared in the shape of a flying squadron of forty riders from the Gravois road, headed by Kid Campfield, himself. Another onslaught was made on the helpless fish, but, after the bones were cleared away, the victory was with the fish, which, owing to superior numbers, could not be annihilated. A volley ball was donated to the ladies, who spent the greater part of the day chasing it all over the place. Footraces and tree climbing contests took place in the afternoon. Despite the weather, which was cold and dismal, everyone had a good time, except Bert Fancher, who "absorbed" so much fish that he was miserable all day.

Quality First, Iver Johnson Policy

New Line of Velocipedes Built in Same Way Bicycles Are Produced Has Met Instant Popularity

FIFTY years of experience in a velocipede" is the slogan back of the recently announced line of Iver Johnson velocipedes. Not that the Iver Johnson's Arms & Cycle Works have been building velocipedes for all that time, but because a half century of manufacturing experience is behind them.

"We are putting the same construction into Iver Johnson velocipedes that has for so many years made the Iver Johnson nameplate a guarantee of everything that is best in a bicycle," said A. P. Curtis, assistant to President Johnson, in discussing the new line with a representative of MOTORCYCLE AND BICYCLE ILLUSTRATED.

"For the past two years the dealers have been importuning us to add a line of velocipedes. They have argued that in waiting until the youngsters are old enough to ride a bicycle before introducing them to Iver Johnson quality we were passing by some very valuable business, not only in the sale of the velocipedes themselves but in the increased sale of bicycles that is sure to come from starting the babies on an Iver Johnson velocipede. The parents get to know the name and what it stands for, and the children themselves are keen enough judges of quality to ask for the same name on their bicycle as they had on the velocipede.

"We took our time about deciding to manufacture velocipedes, investigating the demand thoroughly, and also making a careful study of the manufacturing problem. President Johnson wanted to be sure of two things: first, that the velocipedes that went out with our nameplate would be of exactly the same high quality as the bicycles, and second, that there was sufficient demand to justify the production of such a product.

"From the correspondence that has passed over my desk I was able to convince him that with the exception possibly of the radio, which interests an older class of children as well as their parents, the velocipede has taken a greater hold among the children during the past two years than any other one form of amusement. The production department demonstrated that they could produce the kind of a velocipede that was worthy to bear the Iver Johnson nameplate, so the next step was to determine on the number of models to produce. After careful consideration we determined on three models. No. 231 is suitable for children three and four years old, No. 232 for those from four to six, and No. 233 for those who are between six and eight and even older. While we have kept the price as low as possible we are not sacrificing quality to price.

"As soon as we were ready we announced to the dealers that they could obtain Iver Johnson velocipedes to supplement their bicycle line and the response has been more than we expected, convinced as we were by our preliminary investigation that there was a real demand for a high grade nameplate velocipede. Unsolicited orders have been received from all parts of the country.

"Rubber tired, ball bearing, and easily handled, these toys are as practical indoors during cold or bad weather as they are outdoors when the sun shines. The youngsters get their exercise and their fun all the year around, and this is one of the things that appeals to the parents as well as the children and makes the velocipede such a good seller. It is a big Christmas seller because unlike the sled or express wagon, the kid who gets it doesn't have to wait for snow, or a nice day to get outside. He can ride up and down the hall or around the dining room table."

Strangers at Warsaw, Poland, race meet. Left to right, Carlo Messori, Italy; Marcel Dupuy, France; M. Gremier, France; Ali Neffati, Tunisian; Thorwald Ellegaard, Denmark, and Ernest Ohrt, San Francisco

GOOD RIDE BY VETERAN

F. Cooper, an English rider 64 years of age, recently did 50 miles in 2 hours, 24 minutes and 51 seconds. Not bad for an old timer, who made time that many youngsters would have trouble in beating.

THE IRISH CYCLIST SAYS:

They used to say in days of yore, "Your this and that will cost you more." 'Twas so! "Next year," now prophesies the Press, "your motor bikes will cost you less." What ho!

THE BOY AND HIS BIKE

(By J. H. Williamson)

I pause just a moment to ponder, as an urchin pedaling his bike,
Escapes 'neath the wheels of my motor, a dirty faced kid—just a tike,
Then my thoughts take a sudden leap backward, spanning the long stretch of years,
To the day that old dad bought my first bike for me, against mother's wishes and fears.

I was proud as a peacock that morning, I felt big as a full grown man
When he wheeled it up and laughingly said: "Ride it, my boy, if you can."
Could I ride? Wull, I guess! I would show him! I with confidence mounted the seat,
As I started, the world was forgotten; my excitement arose to white heat.

Down our shady street gaily I pedaled while my thoughts ran a race as I went,
I was engineer, fireman and racer; excitement was given full vent.
All the world that lay round was forgotten, nothing earthly existed for me,
Had it been in our age of congestion, speeding cars I'd have sure failed to see.

But mine was an age that was slower; there was nothing but Dobbin to strike;
But the boy of today is unlucky; he can't dream as he pedals his bike.
Yet we're grown to men and we curse him when he forgets and rides in our path.
Though we know what is done is just part of his fun, then why give vent to our wrath?

He's more to be pitied than cursed at; his thoughts race as yours did before.
In his mind's eye he's an engineer hauling the fast mail upon the Big Four.
Just remember whenever you see him that to him all surroundings are lost.
You must watch for him, think for him, expect of him anything—but man!—spare his life at all cost.

BRYANT BRO'S.
BRYANT BRO'S.
CROWN GASOLINE
JAP'S CYCLES
JAP'S CYCLES
BRYANT BICYCLE MAN For the Best

The Bessemer, Ala., Girls' Bicycle Club, taken in front of "Jap" Bryant's store before they started out for a ride to Green Springs, a nearby resort, where they indulged in races and were served with ice cream and cake

Increase in Employment Means Good Christmas Business

By H. J. McCarthy

Executive Secretary Cycle Trades of America, Inc.

READ this good news, Mr. Dealer. The United States Employment Service under the jurisdiction of the Department of Labor says that the employment situation is improving steadily. The employment service does not obtain its figures from any other source than a painstaking canvass of conditions of the principal industries in 355 principal industrial centers located in nine districts scattered about the country. It is up to you, therefore, if you happen to live in or near any of the following cities which were recently singled out as showing a decided increase in employment, to stir up interest in bicycling:

Denver, New Orleans, Lowell, Mass., Lawrence, Mass., Brockton, Mass., Memphis, Buffalo, Seattle, Camden, N. J., Syracuse, Dayton, Mich., Rochester, N. Y., Cleveland, Dayton, Richmond, Va., Cincinnati, Atlanta, Manchester, N. H., Kansas City, Kans., Los Angeles, Waterbury, Conn., Minneapolis, Reading, Pa., New Haven, Worcester, Mass., Perth Amboy, N. J., Baltimore, Milwaukee, Omaha, Yonkers, N. Y., Chicago, Paterson, N. J., Jersey City, N. J., Newark, N. J., Chattanooga, Tenn., Philadelphia, Columbus, O., Boston, Louisville, Ky.

The recent drop in prices of bicycles has no doubt put new pep into you and you should go after Christmas business with a dash. Already many dealers are reporting an increase in sales. For your benefit here are three dealers I have picked out as worthy of mention: O. S. Hitchcock, a live one, of Toledo, O., says *his business has increased about* 100 *per cent. since September first,* and that in canvassing among the other Toledo dealers he learned that their business also received much stimulation the last several weeks. This was no doubt due to a secret time run this office furnished prizes for, which he had a local newspaper sponsor early in September and in which more than 200 riders competed. The Hamilton Bicycle Company, Wichita, Kans., declares that it *sold one wheel a day for the last* 57 *days* (up to October 2nd when letter was written); the Astoria Guarantee Cycle Company, Long Island City, N. Y., says it *has all the business it can handle.*

Stir up business in your town no matter how you arouse the interest of the people. A good advertising stunt would be to hold a series of home trainer races in your window. Here's what the Wagner-Dolph Company, of Rochester, N. Y., did last Christmas and sold 16 bicycles as a result. In former years the company sold only two or three wheels because they made no special effort to push bicycles for Christmas. They distributed around 10,000 circulars among the various schools just before Christmas and 175 prospects came into their store during a period of eight days to ride on the home trainer machines set up in the display windows. Large crowds gathered each afternoon and evening.

The circulars invited boys and young men to compete in the races and announced that $500 in prizes would be awarded. The machines used were of the "stationary" type which insured safety to the riders. Four classes of riders competed: Class 1, ages 10 to 13; Class 2, ages 14 to 16; Class 3, ages 16 to 19; Class 4, ages over 19. Each contestant rode for five minutes, the sixteen in each class registering highest mileage raced in pairs, and by elimination the winners were chosen.

The circular stated anyone could ride a home trainer, no matter if a person had never been on a bicycle before. It added that home trainer riding was a good way to learn to ride a bicycle. The riders were urged to enter their names and addresses well in advance so as to secure a date for their trials. All riders who qualified in their trials, but were not successful in getting in on the big prizes, were given a $5 merchandise certificate. The big prize in each class was a brand new bicycle. No entries were charged and trials were free.

Not content with merely trying to stimulate Christmas sales, the proprietors introduced on the circular the Wagner-Dolph Buying Plan which suggested that prospective buyers could easily earn enough to own a bicycle in the Spring. "You pay nothing down—50c to $1.00 a week until Spring, when you start riding your bicycle, and then you pay $1.00 a week," the circular continued, and urged the people to start at once so that they would have enough paid by Spring. An added feature was the announcement that if anyone started immediately no interest would be charged and from $5.00 to $10.00 would be saved. The notice concluded by stating that old bicycles would be accepted as part payment as well as certificate.

The venture was a very successful one and it indicated that with a little effort more business was realized.

Kramer Made N. C. A. Chairman

At an earlier meeting of the National Cycling Association, held soon after Richard F. Kelsey's death, the position of Chairman of the Board of Control, of which Mr. Kelsey was the incumbent, Frank L. Kramer, then retired from active competition, was made temporary chairman.

Kramer was made permanent chairman of the board at a meeting held at the offices of Inglis M. Uppercu at 1881 Broadway, New York City, Monday afternoon, October 16. Mr. Uppercu was elected president of the cycling organization; Frank Mihlon, of Belmar, N. J., was elected first vice-president, Frank Kramer secretary, and John M. Chapman, treasurer.

The Board of Control of the association for the coming year will consist of Frank Kramer, chairman; Charles Turville, Providence; Nat Butler, Revere, Mass.; Dr. Edison Brown, Revere; Frank Mihlon, Belmar, N. J.; Inglis M. Uppercu, New York City, and a representative to be chosen by the racing cyclists.

The association voted to have the Board of Appeals consist of Frank L. Kramer, chairman of the N. C. A. board; a rider's representative, who will be announced later, and a third party to be selected by Kramer and the representative of the riders.

The new appeal board will act upon the decision of Frank Kramer, who, as referee, disqualified Reggie McNamara and Alfred Grenda and Fred Hill and Ray Eaton in a team race at the Newark Velodrome for alleged team work. The racing cyclists expect to hold a meeting and select their representative in a few days.

The question of revision of the rules of racing came up for discussion. Charley Turville, manager at the Providence Cycledrome, submitted a few rules to govern the motor-paced game, and Turville's plans, with a change or two possible, will in all probability be incorporated in the association's rules.

Turville's draft of paced rules call for uniformity of the bicycles to be ridden by the riders. The front wheel must not be smaller than 24 inches in diameter and the rear wheel not smaller than 28 inches. The front axle must not be less than 19 inches from the crank hanger, so as to avoid pedal hitting front wheel and throwing rider. Penalties of a percentage of a rider's contract price per race were also figured in Turville's rules. If a rider dismounts for any reason other than an accident or illness a percentage of the price he is to receive for riding the race will be deducted, while if a rider abandons a race an attending physician examines him and finds that he was in fit condition to finish the race the rider forfeits his share of the prize money.

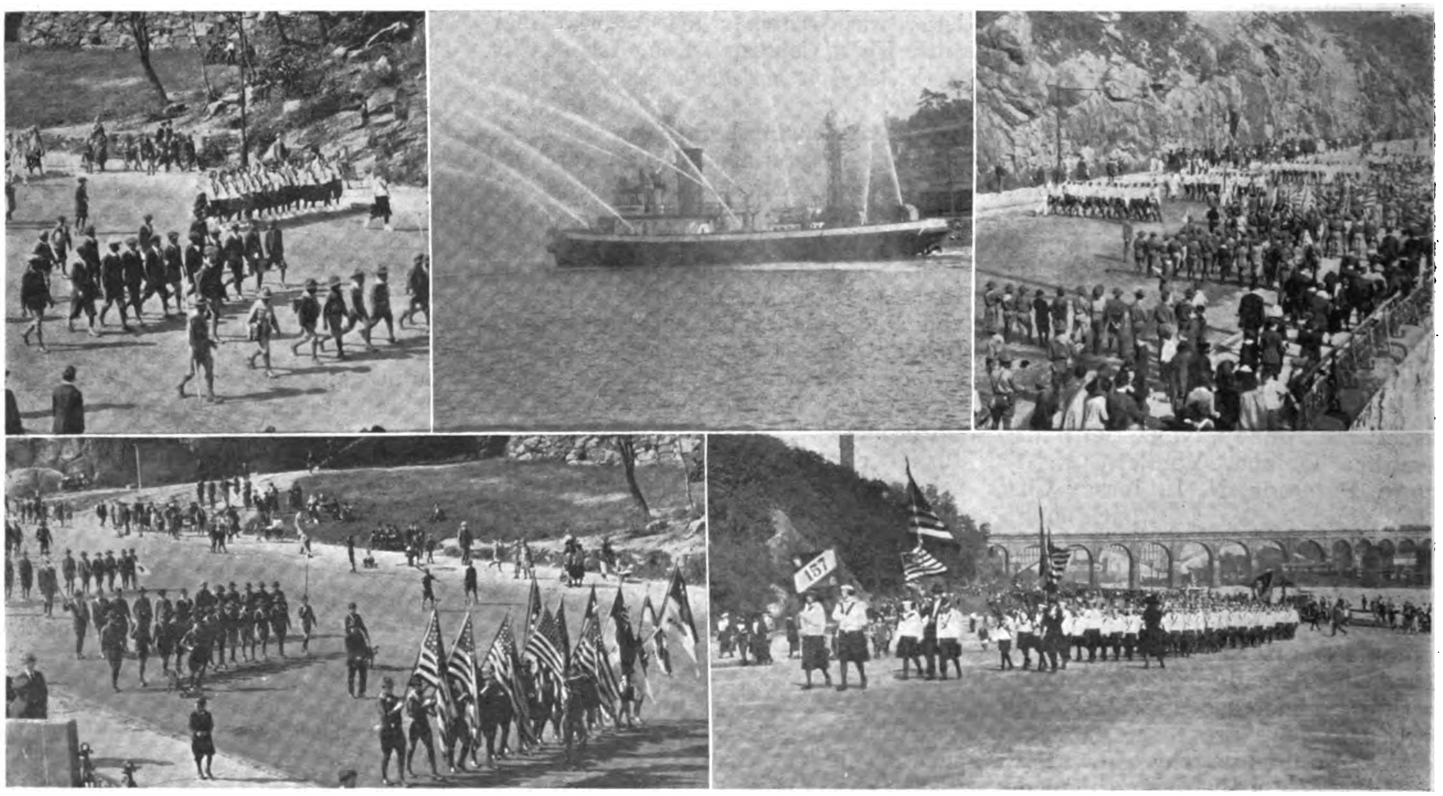
Chairman Kramer will probably revise the sprint racing rules and a brand new set of rules, which Chairman Kramer says will be enforced, will no doubt be given out after the next meeting to be held in New York City after the six-day race in December.

OPEN NEW HARLEM SPEEDWAY

The new Harlem Speedway, located in the upper part of New York City, was opened with fitting ceremonies on Columbus Day, Thursday, October 12, when Murray Hulbert, President of the Board of Aldermen, cut a silken cord across the upper entrance and formally opened up the course for motor and cycling traffic.

The Speedway was originally opened for trotting horses. The course was later made available for motor and cycling traffic through special acts of the Legislature. Until it was paved recently the Speedway was of dirt.

A procession of automobiles carrying city officials and members of the Speedway committee left from Seventh avenue and 116th street and paraded through Washington Heights, Inwood to Sherman avenue to Dyckman street to the Speedway, where they were reviewed by Mr. Hulbert. A parade of school children, airplanes and water craft, including a city fire boat, which went into action, also added to the celebration.



Some of the scenes snapped when the new Harlem Speedway was opened on Columbus Day, October 12. Upper right, school girls and boys in line; upper center, the fireboat John Purroy Mitchel in action; upper right, a view down the Speedway; lower left, the Boy Scouts; lower right, a view down the Speedway with High Bridge and Washington Bridge in background.

Cyclists Trouping it to Chicago

I'm the ghost of a troupe
That was stranded in Peoria.
I'm the ghost of a troupe
That was only out for glory.

THE above little sonnet is probably being sung by Worth Mitten, the Davenport cycler, and his troupe of young hopefuls that departed from the Newark Velodrome on Saturday morning, October 14, for the Chicago six-day race. That is they will be singing it if Old Man Fatigue does not capture them on the way out.

In addition to "Troupemaster" Mitten the party included Bobby Walthour, Jr., son of the famed six-day and paced rider; Willie Grimm, winner of the American amateur championship this season; Tom Bello, the Brooklyn rider; Charles Jaeger, of Newark, N. J.; Anthony Beckman, the Secaucus, N. J., head bobber; Fred Spencer, of Plainfield, N. J.; Sam Gastman, of Newark; Larry Gaffney, the Brooklyn six-day and paced rider, and Felix Patti, the New Yorker.

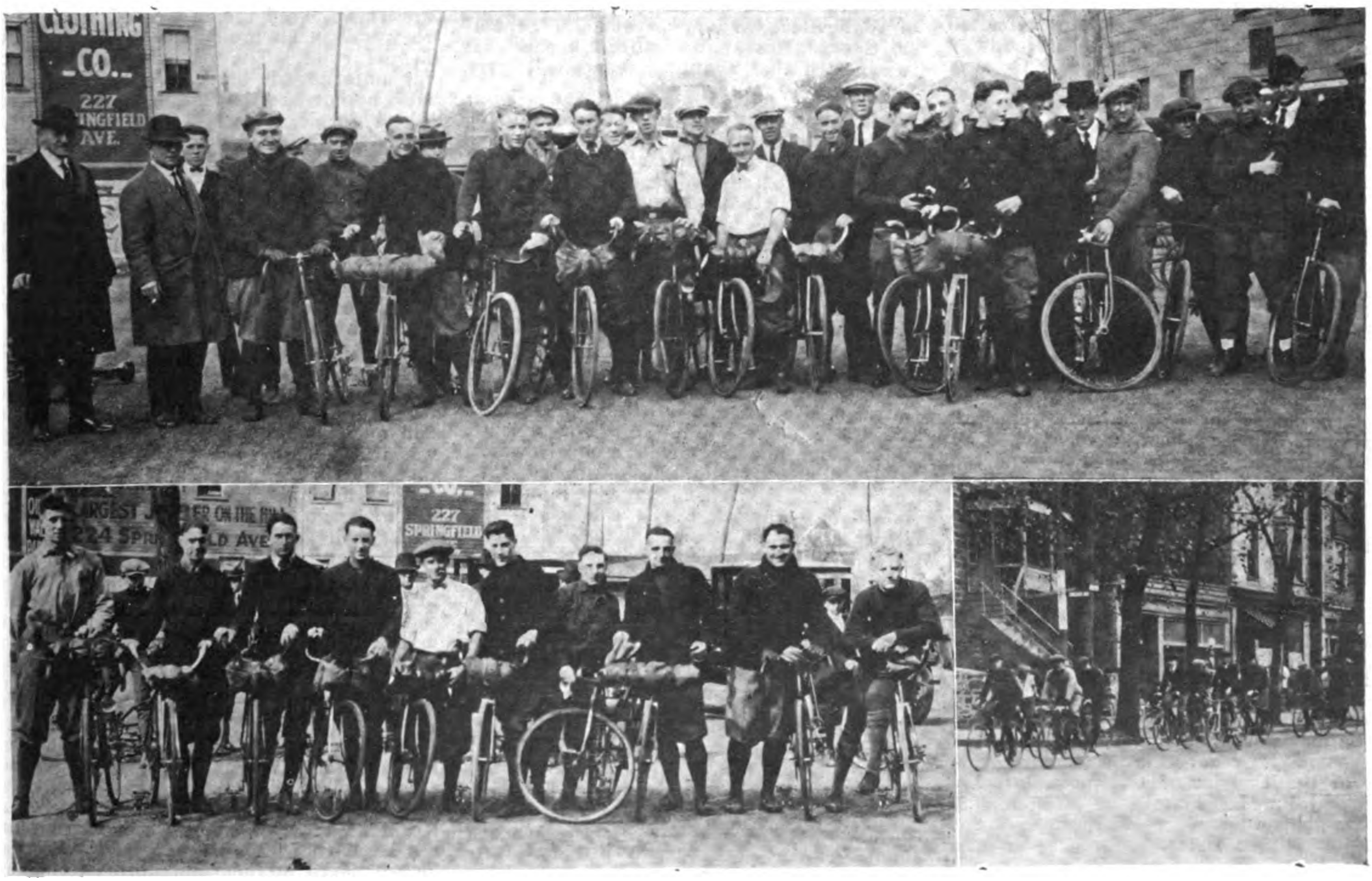
The riders are taking the trip for training purposes for the Chicago six-day race, which will get under way about October 29. After being well photographed at the Velodrome the party headed out South Orange avenue way towards Sandford avenue. As they passed Engine Company 21, next door to the Velodrome, they were given a send-off by a great clanging of bells.

Lloyd Thomas, Joe Kopsky and a number of cyclists accompanied the riders on part of their trip, while Manager Johnny Chapman followed the riders as far as Rahway with an automobile. The party will go via the Lincoln Highway and expect to make the Windy City by Saturday afternoon, October 21, or early Sunday morning, October 22.

No efforts at making fast time will be attempted. Instead, the riders will try to keep up a schedule of about 125 miles a day. The party went through Trenton and on to Philadelphia, arriving at the Philadelphia City Hall at 4:30 p. m. They indulged in some "jams," according to Mitten.

Mitten's message from Philadelphia read as follows: "Well we got in here at City Hall at 4:30. Had some terrific "jams," but we all were pretty tame at 2 p. m. Soda fountains and Coco Cola caught much business. One rider drank 15 glasses of milk since noon and now has cramps in the "tummy." He will survive. I have to stay in the back and carry the 'red lantern' to keep them out of soda joints. I now understand the 'Curse of Drink' as advocated by Monsieur Volstead. Walthour had the only mishap today. Bobby busted his handlebars. At Philadelphia we turn to the right for Chicago."

Mitten and his troupe had arrived at York, Pa., 180 miles out from Newark, on Sunday night, October 15. They hit some rain after leaving Philadelphia. Tom Bello, Sam Gastman and Anthony Beckman have gone "mad" and are continually "jamming," the riders being stretched out for five miles or more. Saddle soreness, sore knees and ankles hit some of them before York. Mitten writes that if he can get 'em over the mountains he will be safe. Walthour, who has a hankering for milk, drank so much that he was attacked with a "tummy" ache. Bobby Junior carried a mouth organ and a Zobo horn and "Mitt" says that Sunday night the hotel guests must have thought it was Armistice Day (or night). The party has had considerable tire and pedal trouble.



Farewelling the six-day riders before they left the Newark Velodrome on their way to Chicago. Upper: The riders and crowd gathered at the track; Frank Kramer, N. C. A. chairman, and Manager Johnny Chapman at left; lower left, the "troupe," left to right, Anthony Beckman, Fred Spencer, Willie Grimm, Sam Gastman, "Troupemaster" Mitten, Charles Jaeger, Felix Patti, Larry Gaffney, Tom Bello and Bobby Walthour; lower right, part of the troupe just after leaving Velodrome.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

FRANK KRAMER is now an author. Frank has written an article on "My Secret of Fitness" for an English cycling paper.

* * *

Willie Spencer, the American champion sprinter, plans to sail for Europe on Wednesday, November 1, for a Winter campaign in Paris, Brussels and other cities.

* * *

Alphonse Spiessens and Eyckmans, the Belgian team that will ride the Chicago six-day race, arrived here early this week and will leave for Chicago along with the other riders next Wednesday.

* * *

Clarence Carman, the American paced rider, sailed for Europe on the White Star Line steamer Olympic on Saturday, October 14. Clarence is under contract to race at the Velodrome d'Hiver, Paris, and will return early next year for the American season.

* * *

Brask Andersen, the Danish paced rider and world's amateur sprint champion in 1921, sailed for Denmark on the steamer Helig Olav on Thursday, October 12. Anderson will go to his home in Denmark for a short visit and then go to Paris for some paced races.

* * *

Elmer Bundt, the Buffalo amateur, writes that he is to meet Ignatius Gronkowski, another Buffalo amateur, in an unlimited pursuit race to be run at the Broadway Auditorium in that city on Friday, October 20. The meet is being promoted by the Polish Falcons, a local fraternal organization.

* * *

The first European six-day race of the 1922-23 season will be that at Ghent, Belgium. Among the teams signed for the race are: Van Hevel-Debaets, Vandevelde-Persyn, Merchant-Dewaele, Standaert brothers, Wyndsau brothers and Hellebaut and Dejaegher. Oscar Egg, Emil Aerts and Alois Degraeve are also mentioned as probable starters.

* * *

Rain last Sunday morning caused the Century Road Club Association to postpone the club championships for the year until October 22 and 29. The title events will be held on the new Harlem Speedway and the events will get under way at 9 a. m. Three sprint races, a quarter-mile, a half-mile and a mile, and a five-mile unpaced event, make up the title events.

* * *

Death has fallen to the lot of two amateur racing cyclists, Edward C. Bendi, the Unione Sportiva Italiana cyclist, received a cable from his father in London on Wednesday of last week saying that his mother had passed away. Bendi did not ride at the New York Velodrome on Columbus Day and he may not compete for the balance of the season. J. Gregory Flatow, senior champion of the District of Columbia, lost his father, John L. Flatow, on October 3. Flatow plans to move to Chicago to make his home with a sister.

* * *

News comes from Paris that a cycle-track war may result from the running of the world's championships. It seems that the Velodrome Parc des Princes and the new Velodrome Buffalo, where Battling Siki knocked Georges the Beautiful for a goal, were after the championships, the Parc des Princes' people finally getting them. The same day that the title races were run a meet was held at the Velodrome Buffalo and both tracks had big crowds. With two tracks now bidding for talent the racing cyclists will be in demand. A similar war was on a few years ago and the riders made the best of it. With two tracks battling in Paris for talent and with American promoters after some of the European riders the future looms up very bright for the racing cyclists.

* * *

Annually the Bay View Wheelmen, the live organization over in Newark, N. J., conduct a two-hour team race. Thanksgiving Day has generally been the day picked for the race and the Weequahic Park half-mile dirt track the scene. The eighth race to be run by the Bay View lads will be held this year on Sunday, Oct. 28, and the Weequahic Park track will again see the riders wind up the season. The committee having the event in charge is made up of Robert Benwell, chairman; Carl Hambacker, National road champion, treasurer, and George Keefe, secretary. Road Champion Hambacher will also ride and the club announces that in addition to Hambacher they have the entries of Willie Beck, Walter Grenda, Joe Schaefer, George Hess and Walter Skarbek. It is expected that about 25 teams will start.

* * *

Fourteen teams have been formed for the six-day race that will be run at the Chicago Coliseum, the "grind" starting October 29, while Chicago fans will see the riders in a sprint meet the Saturday night before. The teams as made up include the following. Alfred Goullet, Newark, and Ernest Kockler, Chicago; Alfred Grenda, Australia, and Carl Stockholm, Chicago; Alphonse Spiessens and Eyckmans, Belgium; Orlando Piani and Charles Oliveri, Italy; Bobby Walthour, Jr., and Charles Jaeger, Newark; Alfons Verraes, Belgium, and Maurice Declerck, Chicago; Willie Grimm and Sam Gastman, Newark; Tom Bello, Brooklyn, and Joe Kopsky, West New York, N. J.; Willie Coburn and David Lands, Newark; Fred Hill, Newark, and Roy Mobeck, Chicago; Peter Drobach, Newark, and Anthony Beckman, Secaucus, N. J.; Eddie Madden, Newark, and Fred Spencer, Plainfield; Frank Corry, Australia, and Larry Gaffney, Brooklyn; Lloyd Thomas and Willie Hanley, San Francisco, and Harry Horan and Tommy Fitzsimmons, Newark. Nine of them are riding overland to the race under the guidance of Worth Mitten, the Davenporter.

* * *

The outdoor season at the Newark and New York Velodromes has been drawn to a close. The last meet at the Newark track was run on Sunday, October 8, while the closing meet at the New York bowl was run a week later. The New York track ran about 37 meets and the patronage was satisfying to the management and next year should be a great one for the Manhattan track. Newark, on the other hand, was not as good as in former years, in fact it might be said that the season was about the poorest run in years. Various reasons are given for the decline in Newark, from lack of program changes to the retirement of Frank L. Kramer. Before Kramer retired the crowds had started to fall off and the turnout on the final Sunday was very small. The weather and the Holy Name parade in that city on that day had their effects on the attendance. Perhaps with a Winter of rest the track that has been the anchor for cycling in this country for years may "come back." Now that the outdoor season has had fini written after it the cyclists and fans will now await the six-day races. Chicago will start the "grind" game late this month and a party of youngsters who have entered in the Windy City race departed overland last Saturday guided by Worth L. Mitten, the Davenporter. New York will welcome the six-day men early in December. A second Chicago six-day race will start in February and the Spring six-day race at Madison Square Garden will be run in March.

* * *

Cycle racing rules will be revised and made more simplified. This was decided at a meeting of the National Cycling Association held in New York City on Monday, October 16. Before the meeting was held it was decided that the racing regulations needed revision and while no set of rules were decided upon, tentative regulations governing paced racing were drawn up and they will in all probability be incorporated in the rules. The paced regulations call for uniformity in bicycles. The front wheel is to be not less than 24 inches and the rear wheel not less than 28 inches. The front axle is to be 19 inches from the center of the crank hanger. The point of the saddle must be on a plumb line with the crank hanger and the seat post extension must be cut off at the saddle clamp. This will stop the riders (or trainers) from shoving their saddle up to the end of the seat post extension to get closer to the pacemaker. Getting off of the bicycle during a race, unless it is caused by accident or illness, is going to be quite costly. If a rider does get off his bicycle for no apparent reason he will have so much money deducted from his contract per race. If a rider quits without cause and an examining physician states that he was in good physical condition to continue that rider better keep right on going when he hits the box office, because there is going to be no money coming to him. Teeth will gnash and roars will go up if no financial return is forthcoming, but after one or two races the riders will behave like good little children. The powers that be state that the above rules are going to be enforced no matter who the riders are. I hope so as that will insure better competition in both sprint and paced racing. Evils have sprung up in cycle racing that must be eradicated if the game is to continue on a high standard. The N. C. A. has started right and Frank Kramer, who is now permanent chairman of the racing board, says he is going to see that the rules are enforced. Chairman Kramer's knowledge of the paced game may not be as thorough as the sprint game, but he will learn in time and both pacemakers and riders as well will be riding according to rules, something some of them do not even think of or try to do.

Hectic Day *at the* Velodrome

COLUMBUS DAY, October 12, will go down in the annals of cycling as a real hectic day when the history for 1922 is scribbled on the pages of the ankler's encyclopedia.

The races for the cyclists included two amateur events, a novice race, a team match race and a feature hour motor-paced race. In addition to the cycling events a modified marathon race, which was promoted by a local Italian paper, wound up at the Velodrome. There was enough excitement to satisfy the fans no matter what branch of sport they followed, and those who like to indulge in fisticuffs and see one boxer try to K. O. the other came near seeing a "go" between two of the team match race riders.

The team match race saw the Spencer brothers, Arthur and Willie, clash with Alfred Goullet and Orlando Piani in a sort of a medley race with points counting in each heat. Arthur Spencer beat Goullet in his heat and Piani beat Willie Spencer in his. They then turned about and Arthur Spencer met Piani, Piani winning, while Willie Spencer beat Goullet, making a tie score and no chance to call the race on account of darkness. The four then met with Willie Spencer and Goullet finishing the race for their teams, Goullet winning in the dash to the tape. Arthur Spencer punctured and upon his claim the race was re-run. In the re-run Arthur Spencer was leading in the last stretch when Goullet came alongside of him. They came together either by Arthur Spencer switching up or Goullet trying to force Spencer down. Goullet fell and Willie Spencer, who was right back of him, went over Goullet. Arthur Spencer crossed the line a winner and as he was coming around the track to dismount Goullet, who seemed to go loco and lose all control of himself, tried to swing at Spencer. The latter kept right on riding and Goullet kept right on running after Spencer to slip him a Dempsey K. O., but cooler heads got Goullet quieted down and the latter left the track. The referee got busy and taxed Arthur Spencer $25 and disqualified him, which gave the race to the Piani-Goullet forces by a score of seven to two, and they also taxed Goullet $25 for his outburst.

The real race on the program came in the one-hour motor-paced race in which American Champion George Chapman, Vincent Madonna, George Wiley, Clarence Carman and Frank Corry met. Carman was off in front with Wiley second; Corry, third; Chapman fourth and Madonna, fifth. Wiley and Corry were soon passed by both Chapman and Madonna, making the order in the race Carman, Chapman, Madonna, Wiley and Corry. Before the ten-mile mark had been passed Madonna took second position, the other positions remaining the same. Madonna tackled Carman a few miles further on and Carman lost his pace and Madonna went into the lead. George Chapman also passed Carman and took second place. Madonna went along at a great rate and soon lapped Carman and almost had a lap on Chapman, but the latter fought him off. Carman was tired and before the finish of the race George Wiley passed him for third place in the race.

At about ten minutes to go Chapman, who had just fought off Madonna's attempt to pass him for a lap, started on what proved to be the most exciting ride seen at the Velodrome. Norman Anderson, his pacemaker, took him around at dizzy clip and gradually he gained his lost ground to Madonna. Chapman was going after Madonna with a vengeance and at a minute to go it looked as though he would catch and pass the Italian, but a lap before the pistol was fired denoting the end of the race Chapman faltered and he had to be content to finish entering the stretch as Madonna was crossing the winning line, winding up the best paced race of the season. Wiley was third; Carman, fourth, and Corry, fifth. In the hour Madonna covered 40 5/6 miles. Chapman was less than a quarter of a lap back. Wiley did 39 1/2 laps; Carman, 39 miles and 2 3/4 laps, while Corry covered 38 miles and 2/3 miles.

The modified marathon took the runners from Worth street, near the City Hall, to the Velodrome, a distance said to be about 14 miles. Willie Ritola, a member of the Finnish-American A. C., New York, won in 1:20:25. A. Michaelson, Port Chester, N. Y., was second; F. Titterton, New York, third, and Frank Zuna, from Newark, N. J., was fourth. The race was said to have had 75 entries, but there must have been three or four times that number of officials at the track, each having a badge that, of course, was good for an "Annie Oakley." That stampede of officials made an awful hit with the management, when they saw all that "sugar" going to waste.

Summaries:

One-Mile Novice—Won by Milto Zelazo; second, C. Messenger. Time, 2:21.

Ono-Mile Open, Amateur—Won by Burton Fenn; second, Earl Adams; third, John Amabile; fourth, Anthony Benazatto. Time, 2:22 3-5.

Two-Third Mile Handicap, Amateur—Won by Burton Fenn, 10 yards; second, D. Ottaelo, 80 yards; third, Louis Bennazatto, scratch; fourth, Charles Pelosa, 40 yards. Time, 1:19 1-5.

TRAINERS TO TOUR ALSO

Going overland to the Chicago six-day race seems to be the stunt nowadays. The trip of Worth Mitten and nine other cyclists to the Windy City grind got the trainers all "hopped" up and a party of five have arranged to leave today at 8 a. m. by automobile. The party is to include Charley Stein, Jack Neville, Eddie Lamson, Frank Keenan and Fritz Andre, or "Fritz from the Walthoir." They plan to take the same route that Mitten and his party is taking and try to catch the cyclists before they hit Chicago.

RK'S PICTURE NEW
NING CIRCULATION IN
BUFFA
N.Y. TO FRISCO VIA ANTA FE TRAIL TURN VIA LINCOLN WAY-MEXICO 000 MILES

Carl Schultz, a native of Joe Judge's town, Spring Valley, N. Y., who has just completed a trip to the Pacific Coast and return on his bicycle

Activities *of the* Amateur Cyclists *and* Clubs

N. H. W. HOLD 50-MILE RACE

West Hoboken, N. J.—In the place of their annual two-hour team race the North Hudson Wheelman held a 50-mile team race at Pershing Field, Sunday, October 15. Only nine teams started, the early morning rain having caused some of the riders to think the race would not be held. The event would have been postponed had it not been for the fact that a large crowd of spectators were on hand. As it was the race proved interesting and the spectators showed their appreciation.

Point sprints were held every five miles up to and including the 40th mile, and thereafter every two miles to the end. The scoring was seven for first; three, for second; two, for third, and one for fourth in all sprints excepting the last when the points were doubled.

Rosenbohm and Stephano won with 43 points. Reisen and Costello finished second with 40. These two teams lapped the field in a jam that started after a preme sprint on the 36th mile, lasting to the 45th mile. For a half-hour all riders were on the one-third mile track struggling to hold their own against the leaders who were gradually overtaking all. Time and again Heinberg and Grashoff tried to catch the leaders without result. They scored 58 points for third place in the race, Heinsberg having won six out of the first seven sprints before the jam. Fourth place went to Conditi and Abruzzi, 24 points; fifth, Corino and Neusch, 10 points; sixth, Taborelli and Keller, 4 points; seventh, Cooper and Tanner, 2 points; eighth, Martinelli and Guaschino, two laps behind leaders. Menzer and Heller withdrew on the 49th mile two laps behind the leaders. The final sprint was won by Conditi; second, Stephano; third, Reisen; fourth, Heinsberg. Eight premes were offered and won as follows: Rosenbohm, 3; Grashoff, 2; Heinsberg, Conditi and Stephano, 1 each. Time, 2 hours, 18 minutes and 40 2/5 seconds.

R. DE CRESENZO WINS U. S. I. RACE

New York City—Richard De Cresenzo showed that he still has some speed when, after laying off all season he won the Unione Sportiva Italiana "cork" race, on the Concourse, Sunday, October 15. De Cresenzo and Premo, who both started from the 230 mark, kept a fast pace and held their advantage throughout the race, De Cresenzo winning the deciding dash to the tape, Premo scoring second. Schaffer and Haggerty from the one minute mark followed the leaders, and O. De Cresenzo, the winner's brother, finished fifth. Fast time points were taken by Spots Eisele, Becker and Schaffer in that order. Order of finish and time follows:

Pos.	Rides	Hdcp.	Time
1	R. De Cresenzo	2:30	21:35
2	C. Premo	2:30	21:36
3	A. Schaffer	1:00	20:50
4	J. Haggerty	1:00	20:50 1/5
5	O. De Cresenzo	2:00	21:50 2/5
	Fast Time		
1	"Spots" Eisele	Scr.	20:15
2	John Becker	Scr.	20:15 1/5
3	Andy Schaffer	1:00	20:50

POSTPONE B. C. W. RACES

New York City.—The Bronx County Wheelmen have been forced to postpone the three invitation races that were scheduled to start October 15 to November 5, 12 and 19. A change in the course over which the races were to be run was also changed on account of the original course being torn up beyond Yonkers. On that account the course has been changed to the following:

Fordham road to Grand Concourse, up the Concourse to Mosholu Parkway, east on Mosholu Parkway to Bronx Park to Pelham Parkway, east on Pelham Parkway to Shore Road into Boston Road, up Boston Road to Mamaroneck, turn and over the same course back to the Grand Concourse, down the Concourse and finish at 163rd St. and the Concourse. Starting time 9 a. m.

Four handsome medals will be awarded in each race to the members of the club scoring the lowest points in each race, and a handsome 10-inch cup will be awarded to the club whose members score the total lowest score in the three races on a basis of the first four places in each race.

NINE RACES AT EVANSVILLE

Evansville, Ind.—The Evansville Bicycle Dealers' Association ran a set of races last month that drew out a good crowd. Nine races in all were run and the events drew an entry of 25 riders. Summaries:

One-Mile, 16 Years and Over—Won by Leo Christmas; second, Sylvester Krock; third, Norman Allen.

Half-Mile, 16 Years and Over—Won by Leo Christmas; second, Rex Chaney; third, G. Schnautz.

One-Mile, 16 Years and Over—Won by Norman Allen; second, Leo Christmas; third, Sylvester Krock.

Five-Mile, 16 Years and Over—Won by Rex Chaney; second, Norman Allen; third, Sylvester Krock.

Half-Mile, 16 Years and Under—Won by Ray Miller; second, Clarence Bayes; third, Milfred Shrode.

One-Mile, 16 Years and Under—Won by Ray Miller; second, Merle Irvin; third, Clarence Bayes.

One-Mile for Boonville Boys—Won by Welsbacher; second, Charles Whitaker.

Eight-Mile Slow Race—Won by Rex Chaney; second, Ray Miller; third, Sylvester Krock.

MILLERS HOLD FAIR RACES

Logansport, Ind.—David S. Miller and Thomas Miller, of Millers' Cycle Store, promoted the bicycle races at the Cass County Fair last month. The summaries follow:

Half-Mile for Boys Under 65 Pounds—Won by George Gibson; second, Winfield Lenon; third, Harold Bauman.

Free-for-All, 2½ Miles—Won by Clifford Bauman; second, Leonard Pasquala; third, Merit Gillian.

Two-Mile, Boys Under 125 Pounds—Won by Glenn Sweet; second, Merit Gillian; third, Frank Gallow.

Three-Mile Handicap—Won by Clifford Bauman; second, Leonard Pasquala; third, Glenn Sweet.

One-Mile, Boys Under 100 Pounds—Won by Glenn Sweet; second, Merit Gillian; third, Joe Nazzerino.

STIRS UP CYCLING INTEREST

Toledo, O.—O. S. Hitchcock, the local dealer, ran a secret time ride for local cyclists, and it has proven to be a great event as far as stirring up interest was concerned. The event proved to be a good publicity stunt and Hitchcock along with the Toledo News-Bee, who helped him promote the secret time ride, will hold a "hare and hound" chase on Thanksgiving Day. The same paper will probably sponsor a long road race next year.

DAYTON DEALER RUNS RACES

Dayton, O.—W. F. Meuers, the local cycle dealer, ran a set of races on September 29. Charles Bowers won in the time class from Ezra Smith, M. Mans and C. Roth. Mans won the racing wheel class race from Roth and Longhenry. In the stock wheel class, Carl Bowers beat Ezra Smith and J. Auckman.

ACME BOYS HOLD TEAM RACE.

New York City.—The Acme Wheelmen of New York held their weekly club races October 15, on Mosholu Parkway before a large crowd. The course was in good shape, measuring one mile to the lap, which afforded the riders lots of space to get up speed.

Twelve teams faced the starter for the long grind and of these eight survived. There was a sprint every three miles for points, the first six teams scoring 7, 5, 4, 3, 2 and 1 in that order. At the first hour a special sprint was held for double points. At the hour and a half a sprint was staged each mile, 20 sprints in all taking place.

The individual honors of the race went to John Amabile, the club champion, who won 13 sprints, including the sprints for double points. He scored 124 points for his team, which was composed of his brother Al and himself. They led Joe Schaefer and Andy Geiss by 30 points. Schaefer scored the most points for his team with 82. The real surprise was the riding of Howard Hoffman, who teamed with Aug. Scheidler, secured third place with 64 points, Hoffman surprising the spectators by scoring 53 points. Joe Crowley and Rob. McConaghy, looked upon as a hard team to beat, placed fourth with 59. Salv. Grasso and David Corbett was a close runner-up with 53 points. Hugo Schliesman and Art Lane were sixth with 35 points, Theo. Schliesman and James Seawell seventh with 33, and Thos. Whittard and Jack Denov bringing up the rear with 15. Forty-two miles were covered.

The first five teams will receive handsome prizes, which are to be distributed at a banquet later. The finish in each sprint follows:

Miles

3—J. Amabile, J. Crowley, J. Schaefer, T. Whittard, T. Schliesman, H. Hoffman.

6—J. Amabile, H. Hoffman, A. Geiss, R. McConaghy, T. Schliesman, A. Lane.

9—J. Amabile, J. Crowley, J. Schaefer, A. Schneider, T. Schliesman, T. Whittard.

12—J. Amabile, S. Grasso, H. Hoffman, A. Schliesman, A. Geiss, R. McConaghy.

15—J. Amabile, J. Schaefer, J. Crowley, T. Schliesman, D. Corbett, H. Fischer.

18—J. Amabile, J. Schaefer, H. Hoffman, T. Whittard, J. Crowley, H. Schliesman.

21 (Half Hour)—J. Amabile, J. Schaefer, H. Hoffman, R. McConaghy, A. Lane, D. Corbett.

24—J. Schaefer, J. Amabile, S. Grasso, A. Schneider, J. Crowley, T. Whittard.

27—J. Amabile, J. Schaefer, H. Hoffman, R. McConaghy, D. Corbett, T. Whittard.

30—H. Hoffman, J. Amabile, R. McConaghy, H. Schliesman, A. Geiss, D. Corbett.

33—J. Schaefer, J. Amabile, A. Schneider, J. Crowley, S. Grasso.

34 (1½ Hours)—J. Amabile, H. Hoffman, A. Lane, T. Whittard, D. Corbett, J. Seawell.

35—J. Schaefer, S. Grasso, T. Schliesman, H. Hoffman, R. McConaghy, A. Amabile.

36—D. Corbett, T. Schliesman, J. Amabile, J. Schaefer, T. Whittard, R. McConaghy.

37—J. Amabile, S. Grasso, A. Lane, J. Seawell, H. Hoffman, R. McConaghy.

38—J. Amabile, D. Corbett, R. McConaghy, J. Schaefer, H. Hoffman, T. Schliesman.

39—J. Amabile, J. Schaefer, A. Lane, J. Seawell, D. Corbett, R. McConaghy.

40—A. Geiss, D. Corbett, T. Schliesman, J. Crowley, T. Whittard, A. Amabile.

41—J. Schaefer, A. Lane, J. Crowley, S. Grasso, J. Seawell, A. Schneider.

42—J. Amabile, J. Schaefer, H. Hoffman, H. Schliesman, J. Crowley, D. Corbett.

BOY SCOUTS ENTER IN RACE

Galesburg, Ill.—Boy Scouts entered in the bicycle race that was run in two sections on September 30. Milton Tate won in the first section, beating Wayne Wilson and Bob Meyers. Clarence Davis, Lester Smith and Paul Cowman was the order of finish in the second section.

FIFTY-FOUR AT BELLEFONTAINE

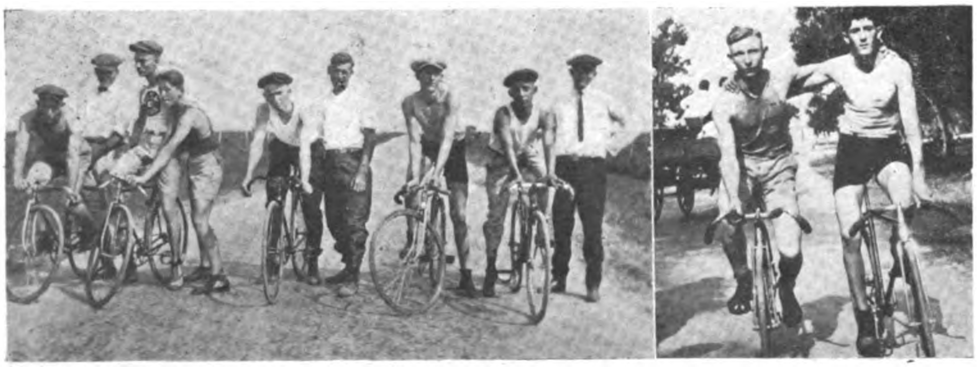
Bellefontaine, O.—Fifty-four riders competed in the cycle races held in connection with the Logan County Fair, September 27, 28, 29 and 30. Francis Easton won three firsts in the senior races and Charles French won one. Clay Simpson won two junior races.

MORGAN BEST AT SAN ANTONIO

San Antonio, Tex.—J. B. Morgan was the best of a field of 75 riders at San Antonio, October 1. Morgan won the 2½-mile handicap from Seldan Howard and J. O'Reilly. In a five-mile scratch race Newman won from Herman Rock and J. Clarkson.

NOGALES, ARIZONA, HAS A RACE

Nogales, Ariz.—J. Herera, of the Motorcycle and Bicycle Supply Company, ran a race here with 45 entries, and the contest was witnessed by 2,500 people. Jose Ortega won from Julio Peroz, M. Corrasco and E. Barajos.



San Antonio, Texas, riders. Left, left to right, Newman, Whitt, Clarkson, Rock and Morales; right, Newman, left, and Rock.

Final Meet *at the* Velodrome

THE final meet of the 1922 racing season at the New York Velodrome was staged on Sunday, October 15, and a crowd of over 7,000, the best Sunday turnout, was on hand to see the getaway.

The one and only event on the farewell program was a two-hour team race with a field of 15 teams, but the one race made up for any others that might have been added and produced the best "jam" of the year, while it marked the first time since long team races have been run at the New York and Newark tracks that a team has gained a lap on the field.

The lap stealing stunt was staged by the Lloyd Thomas and Percy Lawrence team from San Francisco. "Cat" and "P. O." staged their lap-stealing stunt after the 28th mile in the race and it was unfortunate to Harry Horan and Tommy Fitzsimmons, who got away with Lawrence and Thomas, that Fitzsimmons punctured, as they were also due to get a lap.

The conditions of the race called for a sprint every two miles. The winner was credited with 7 points; second, 3; third, 2, and fourth, 1, in each sprint. The four leading teams in points in the final sprint, were credited with 25, 15, 10 and 5 points according to the way they finished. During the race 52 miles was covered and in the 26 sprints contested Alfred Grenda won 3; Willie Spencer, 1; Arthur Spencer, 1; Alec McBeath, 2; Orlando Piani, 3; Clif Papworth, 2; Reggie McNamara, 1; Ray Eaton, 2; Anthony Young, 2; Eddie Madden, 1; Lloyd Thomas, 1; Willie Hanley, 3; Harry Kaiser, 2; Cecil Walker, 1, and Fred Taylor, 1.

Grenda won the first sprint and Willie Spencer the second. McBeath, Piani, Grenda, Arthur Spencer, Piani, Papworth, McNamara and Eaton won the next eight. Then came Young, Madden and Young again for the next three. Eaton beat Grenda and Cecil Walker in the 14th, or 28th mile, sprint and then the Thomas and Lawrence and Horan and Fitzsimmons teams made their getaway. Before the rest of the field woke up the runaways had a safe lead and by rapid changing of partners and changing pace the two teams gradually closed the distance that separated them from the field. When within hailing distance of the tailenders of the field Fitzsimmons got a puncture and they lost a chance for either first or second money. Thomas and Lawrence closed the gap.

All they had to do was to hang on to land the first prize and this they did, even finishing in some of the remaining sprints in the race. McBeath and Walker made a break near the end of the race, but Lawrence went after them and caught them.

The finish of the race was as follows: Won by Percy Lawrence and Lloyd Thomas, one lap, 13 points; second, Alfred Grenda and Orlando Piani, 72 points; third, Eddie Madden and Willie Hanley, 65 points; fourth, Reggie McNamara and Ray Eaton, 56 points; fifth, Alec McBeath and Cecil Walker, 48 points; sixth, Fred Hill and Clif Papworth, 40 points; seventh, Anthony Young and Harry Kaiser, 36 points. The order of finish in each of the 26 sprints follows:

Miles.	
2	Grenda, Eaton, A. Spencer, Hanley.
4	W. Spencer, McNamara, C. Walker, Horan.
6	McBeath, Eaton, Hill, Taylor.
8	Piani, Madden, Papworth, Horan.
10	Grenda, Hill, Hanley, Eaton.
12	A. Spencer, C. Walker, Horan, Piani.
14	Piani, McBeath, Kaiser, Hill.
16	Papworth, Grenda, C. Walker, Madden.
18	McNamara, Weber, Hill, Young.
20	Eaton, Taylor, C. Walker, Horan.
22	Young, Piani, Hanley, Hill.
26	Young, McNamara, Keller, Reeber.
28	Eaton, Grenda, C. Walker, Papworth.
30	Thomas, Horan, Piani, Papworth.
32	Hanley, Hill, Taylor, C. Walker.
34	Grenda, Madden, Reeber, T.
36	Kaiser, Eaton, McBeath, Taylor.
38	McNamara, Hanley, Papworth, Grenda, Young, McNamara disqualified.
40	Kaiser, Thomas, Taylor, Madden.
42	McBeath, Thomas, Madden, Piani.
44	Papworth, Hanley, Grenda, Young.
46	Piani, Hill, McBeath, Eaton.
48	C. Walker, Young, Papworth, Taylor.
50	Taylor, McBeath, Eaton, Madden.
52	Hanley, McNamara, Grenda, C. Walker.

CHAPMAN "GOES OVER TOP"

GEORGE CHAPMAN, the American paced champion, has just "gone over the top" for the 200-point mark in the motor-paced table kept by MOTORCYCLE AND BICYCLE ILLUSTRATED George has 201 points in the table, the champion having 28 wins, 12 seconds, an equal number of thirds and a lone fourth to his credit.

Clarence Carman, who is now on the Atlantic bound for France on a ship that IS NOT DRY, is in second place with 193½ points. Clarence has 23 firsts to his list, has won second place 15 times and rode to a tie for a second with Vincent Madonna at the New York Velodrome on August 18, finished in third place on eleven occasions and in fourth place nine times. Vincent Madonna, the Providence Italian, has 19 firsts, 17 seconds and the half a second with Carman mentioned above, seven thirds and five fourths, or 167½ points.

Alec McBeath, the Australian sprinter, now racing in America.

Madonna led the paced riders in 1921 with 218 points when the season had finished. Madonna had 31 firsts, 10 seconds, 12 thirds and 9 fourths. Carman was second with 20 firsts, 14 seconds, 11 thirds and 10 fourths, scoring a total of 174 points. Chapman was third with 20 firsts, 18 seconds, 4 thirds and 7 fourths and a total of 169 points. George Wiley was fourth with 146 points, George having 14 firsts, 15 seconds, 14 thirds and 3 fourths.

The standing of the paced riders up to and including October 12, Columbus Day, follows:

Rider.	1st.	2d.	3d.	4th.	Pts.
George Chapman...	28	12	12	1	201
Clarence Carman**..	23	15½	11	9	193½
Vincent Madonna**.	19	17½	7	5	167½
Victor Linart*......	15½	14	8	6	143
Frank Corry*.......	9½	21	8	1	129
Jules Miquel........	11	9	10	9	111
Charles Verkeyn....	7	8	14	7	94
George Wiley.......	7	8	9	6	86
Frank Keenan......	8	4	5	3	65
Vincent Markey.....	5	4	5	2	49
Larry Gaffney.......	4	3	2	4	37
George Colombatto..	1	5	4	6	34
George Seres........	2	5	3	1	32
Brask Andersen....	2	3	4	4	31
Manuel Nunes.......	5	1	1	0	30
Willie Appelhans...	1	5	2	5	29
Jackie Clark.........	0	5	4	2	25
Percy Lawrence.....	2	2	2	0	20
Willie Keller........	2	1	1	2	17
Worth Mitten.......	0	2	3	3	15
Joe Reeber.........	1	2	0	0	11
L. Marcella.........	1	1	0	2	10
Ralph Spiers........	0	2	1	2	10
Archie Villa.........	0	2	2	0	10
Willie Upton........	0	0	1	0	2
Humber Norantonio.	0	0	1	0	2
Rudolph Blomstrom.	0	0	0	1	1
Felix Patti..........	0	0	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.

*Linart and Corry rode to a tie at New Bedford, May 9. Points for first and second (8) were divided between them.

**Carman and Madonna rode to a tie for second at New York, August 18. Points for second and third (5) were divided between them.

It is interesting to note that during 1920 and 1921 the leading riders in the paced table were Carman, Chapman, Madonna and Wiley. This year Wiley quit the game, only to come back later, and lost a chance to be in the leading quartet. The leaders in 1920 and 1921 are as follows:

	1920				
Rider	1st	2d	3d	4th	Pts.
George Wiley	17	20	6	0	157
Clarence Carman ...	16	14	6	5	139
Vincent Madonna ..	18	8	6	4	130
George Chapman ...	10	10	10	9	109

	1921				
Rider	1st.	2d	3d	4th	Pts.
Vincent Madonna ..	31	10	12	9	218
Clarence Carman ...	20	14	11	10	174
George Chapman ...	20	18	4	7	169
George Wiley	14	15	14	3	146

Big Crowd *at* Dunlop Trophy

THE 29th annual Dunlop Trophy race, the greatest of all bicycle competitions in Canada, was held at Weston, Ontario, Saturday, October 14, the event proving to be a success. The race brought out a crowd of more than 10,000 persons who crowded around the Weston half-mile track where the 14-mile race started and finished. with a field of 96. The winner of the trophy, Joseph Noel of the Queen City Bicycle Club, Toronto, was a 13-minute man who covered the 14 miles in 39:44. Noel finished almost a mile ahead of W. Coulbourn, also of Toronto, who started with him.

By capturing the first time prize, Norman Webster of the Classic Bicycle Club, Toronto, secured the distinction of being the only rider to win the Dunlop time prize four times. Webster's time was 37:05 from scratch but he was only able to finish in 47th place because of the liberal handicaps. Webster outsprinted the three other scratch stars, Frank Brown, Toronto; Bill Coles, London, and Louis Broderick, Toronto.

The Queen City Bicycle Club, Toronto, took down the team shield as well as providing the winner of the classic race. The winning team was Noel, first; W. H. Vick, third and Bert Squair, sixth. Many clubs and outside cities were represented in the contest.

Several bicycle and motorcycle events were also staged on the half-mile track. A novelty was introduced in the form of tackweight motorcycle races in which the small English machines practically cleaned up. A three-mile event was restricted to 20 cu. in. machines, the winner being Sheppardson on a Douglas. A five-mile motorcycle race for 40 cu. in. mounts resulted in a sweep for the English Triumphs with George Orange, the winner, in 7:05. After the track program, a banquet was held in the Eagle House. The finish in the road race follows:

Pos.	Rider and Club	Hdcp. (Min.)	Time
1	Joseph Noel, Q. C. B. C.	13	39:44
2	W. Coulbourn, H. M. A. C., Toronto	13	42:27
3	W. H. Vick, Q. C.	13	43:01
4	Fred McCarthy, H. M. A. C.	9	39:11
5	James Beeforth, Allen B. C.	9½	39:39
6	Bert Squair, Q. City	9	39:41
7	Clarence Henshaw, London	8	39:22
8	J. Offord, Midland	10	43:25
9	S. Mendelsohn, Y. M. H. A.	8	41:57
10	F. Riches, Stratford	9	41:28
11	Theo. Clark, Ottawa	9	40:29
12	Thos. Flaherty, London	12	43:27
13	W. A. Bounsall, unat	11	42:35
14	C. E. Moore, Allen B. C.	6	37:45
15	Thos. Jackson, unat	10	42:01
16	J. Miskimmin, Classic B. C.	..	41:09
17	Donald McLean, Q. C.	7½	40:10
18	Oswald Barry, Ottawa	8	40:55
19	L. Coulbourn, H. M. A. C.	7	39:56
20	Andrew Houting, Allen B. C.	5	37:58
21	Gerald Davies, London	8	40:59
22	Gerald Lagrave, Ottawa	6½	39:30
23	J. J. Beettam, Allen B. C.	6	39:00
24	M. Ruelins, Allen B. C.	13	46:10
25	W. Porter, Warren B. C.	11	44:20

Time Prizes: 1, Norman Webster, Classic B. C., scratch, 37:05, finished 47th; 2, Frank Brown, Queen City, scratch, 37:07, finished 48th; 3, Bill Coles, London, scratch, 37:44; 4, C. E. Moore, Allen B. C., 6 min., 37:45; 5, L. Broderick, Allen B. C., scratch, 37:53; 6, A. Houting, Allen B. C., 5 min., 37:58; 7, C. Taylor, Ottawa, 2 min., 39:02.

Special Prizes: Youngest rider to finish, W. G. Shanks, Classic B. C., age 11 years, 15 minute handicap, finished 74th; oldest rider to finish, Chas. M. Duprat, Toronto, age 62 years, 14 minute handicap, finished 57th; first out-of-town rider to finish, C. Henshaw, London, 7th; first rider over 40 years of age, Fred McCarthy, Toronto, 4th.

* * *

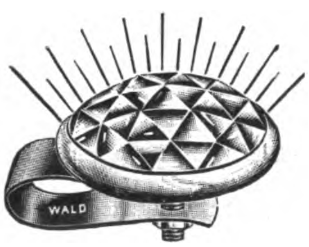
Results of bicycle and motorcycle track events

Two-Mile Bicycle—1, A. Houting, Toronto; 2, George Roe, Ottawa; 3, Bill Coles, London. Time, 5:02.

One-Mile Bicycle—1, Harold Bounsall, Toronto; 2, A. Houting; 3, Frank Brown, Toronto. Time, 2:45.

Three-Mile Motorcycle Race, Amateur, Open to Stock Models, 20 Cubic Inches and Under—1, Sheppardson, Douglas; 2, Harry Boniface, Royal Enfield; 3, Milton Hatch, Cleveland. Time, 5:10.

Five-Mile Motorcycle, Amateur, Stock Models, 40 Cubic Inches and Under—1, George Orange, Triumph; 2, Sheppardson, Triumph; 3, Moore, Triumph. Time, 7:05.



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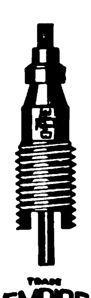

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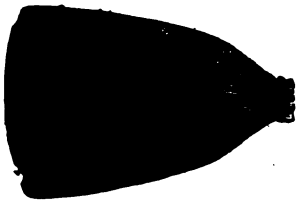

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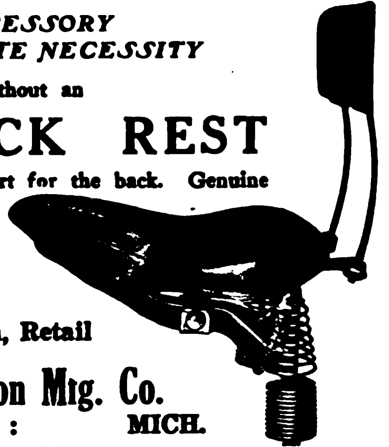

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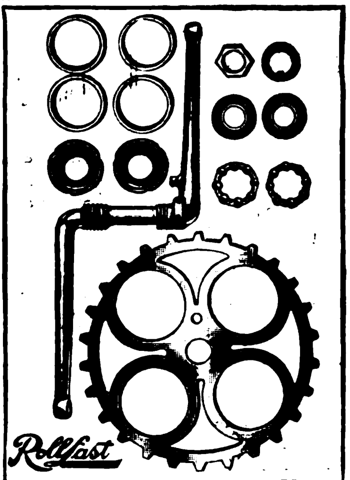

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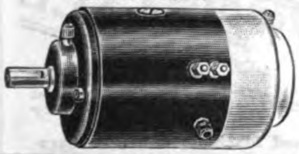

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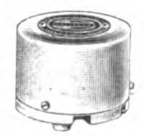

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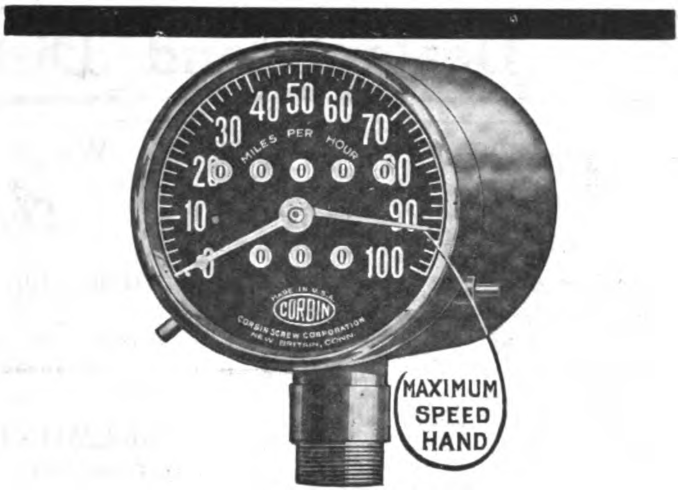

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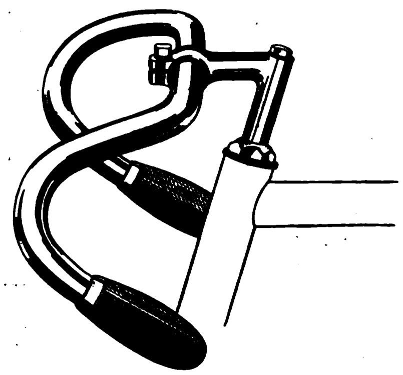

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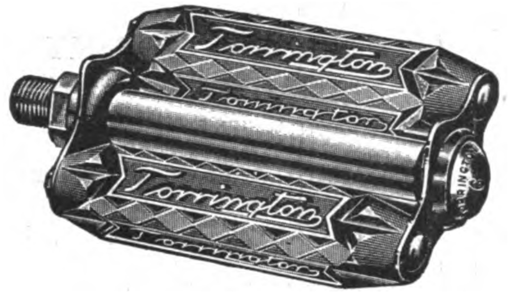

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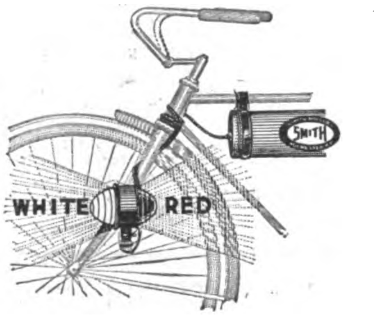

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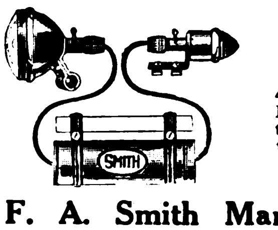

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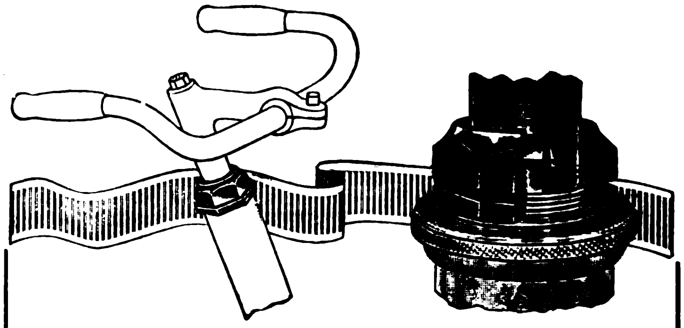

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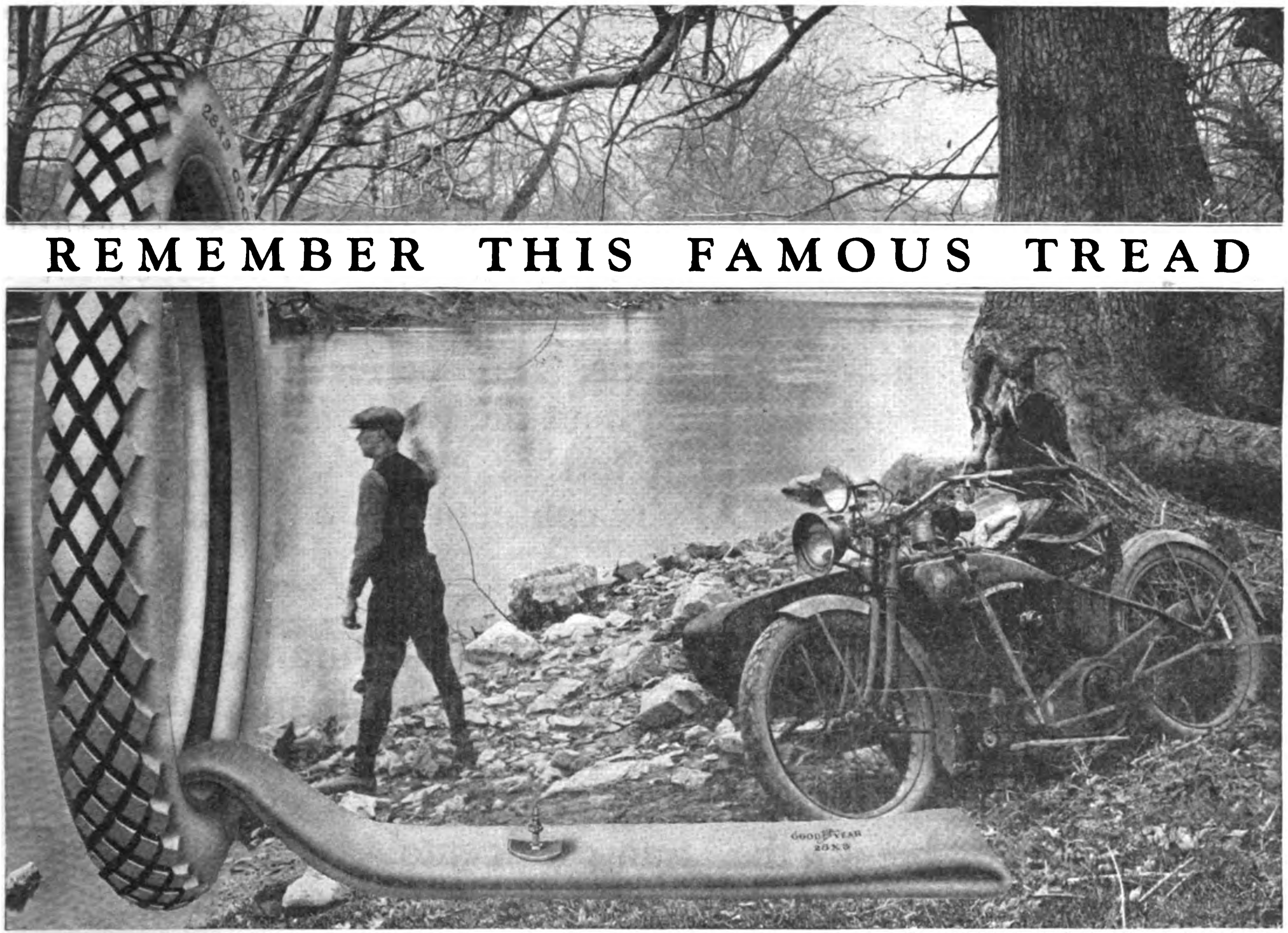

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ACE

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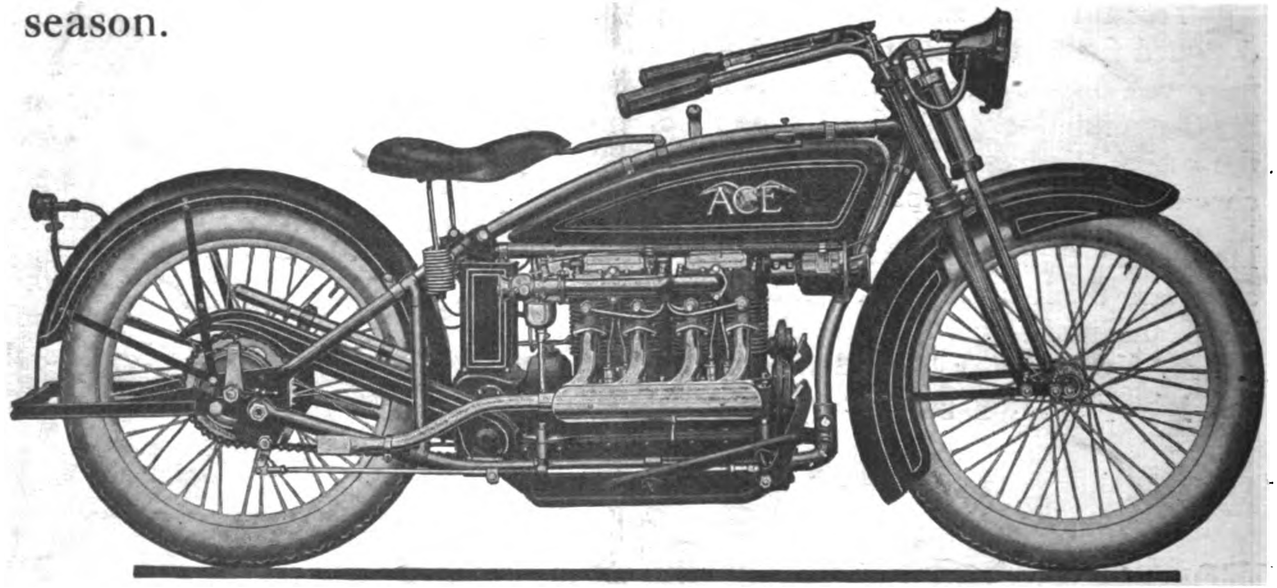

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Ace Motor Corporation, 2201 E. Erie Ave., **Philadelphia, U. S. A.**

CT 28 1922

Motorcycle and Bicycle ILLUSTRATED

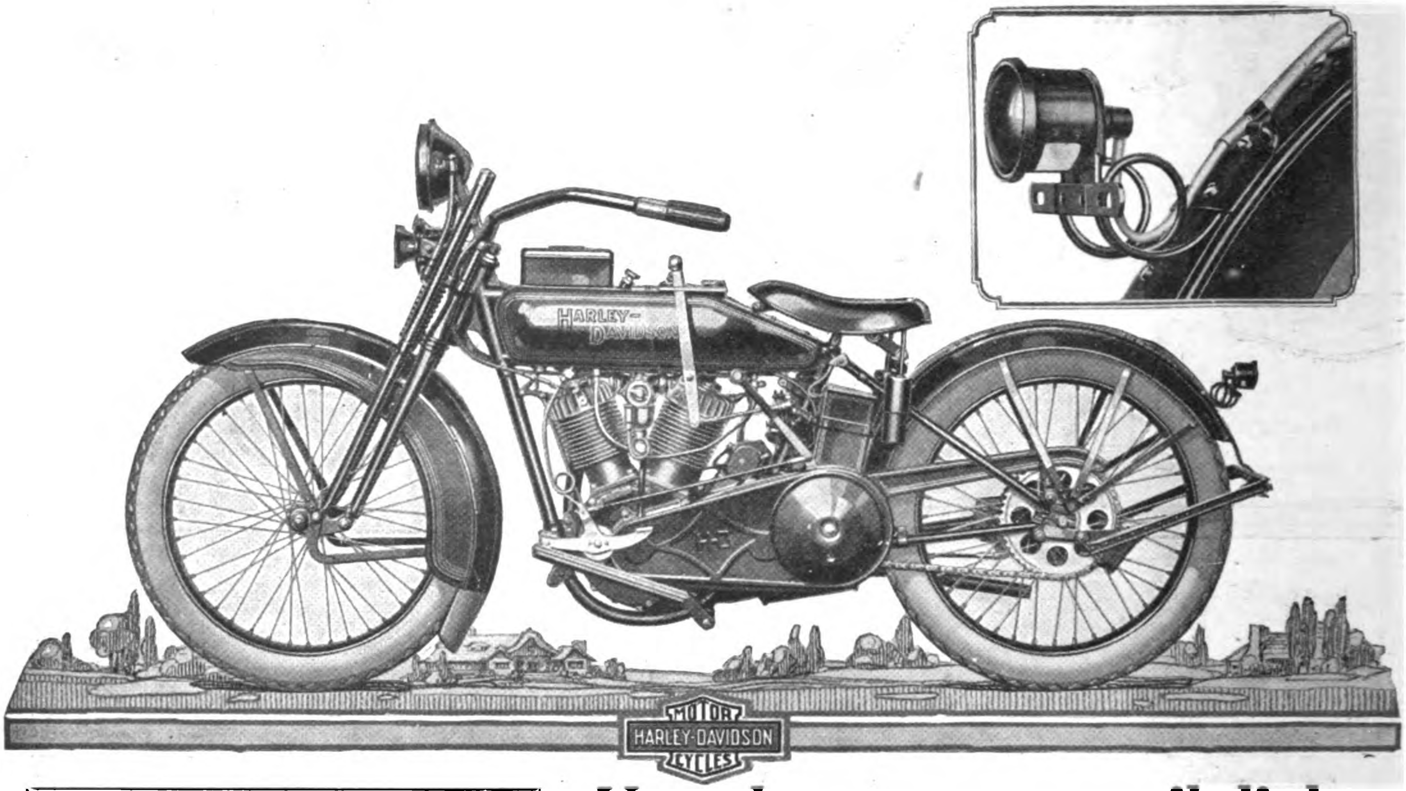
America's Greatest Cycling Magazine

HAVE your Christmas bicycles come through equipped with New Departure coaster brakes—the brake that has won its popularity by its sturdy, enduring strength, its dependability and its handsome design and finish.

Special Christmas posters, booklets and post cards furnished free to dealers who use New Departures.

THE NEW DEPARTURE MANUFACTURING CO.
Bristol Conn.

FIFTEEN CENTS NEW YORK OCTOBER 26, 1922



10 Big Reasons Why the 1923 Harley-Davidson is *The* Valve Champion

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2. Double-Acting Contracting Brake and Improved Braking Pedal Control.
3. Manual Ignition Switch with Automatic Warning Alarm.
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5. ✓ "Staylit" Shock - absorbing Tail Lamp.
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7. Hinged Rear Mudguard.
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Take a ride with your local Harley-Davidson dealer in the 1923 Harley-Davidson. You'll be surprised how much motorcycle your money can buy, these days.

Harley-Davidson Motor Company, Milwaukee, Wisconsin

World's Largest Builders of Motorcycles and Sidecars

1923 HARLEY-DAVIDSON

The New World's Champion

Motorcycle and Bicycle Illustrated

America's Greatest Cycling Magazine

Vol. 18 *October 26, 1922* *No. 43*

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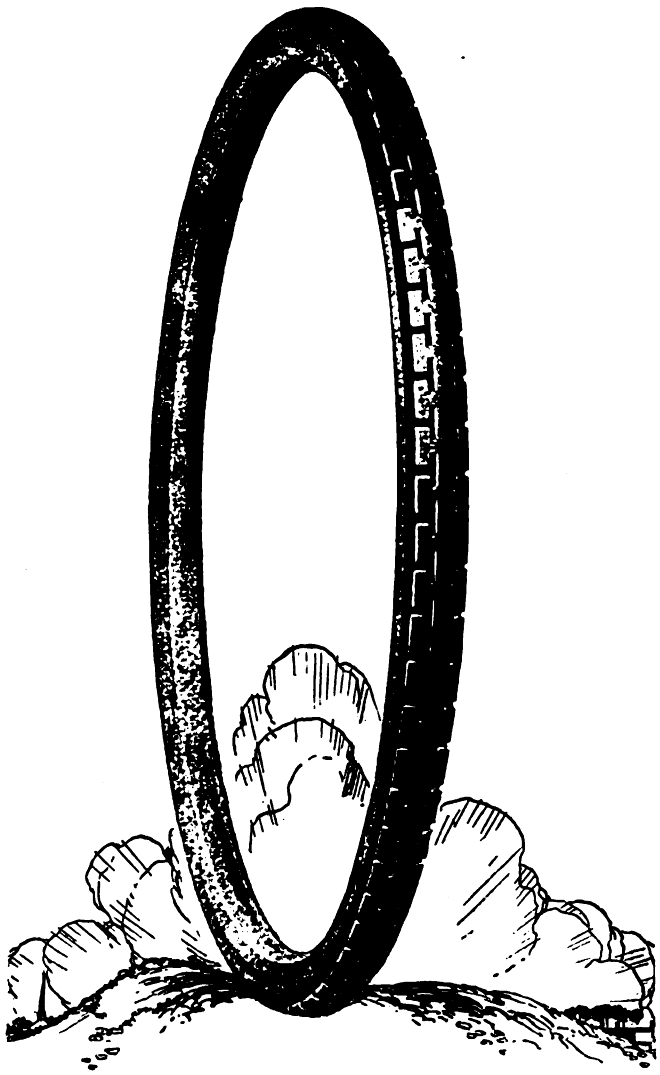

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Stock Silvertowns and ride with them to profit!

THE B. F. GOODRICH RUBBER COMPANY
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Goodrich Silvertown Cords for Bicycles

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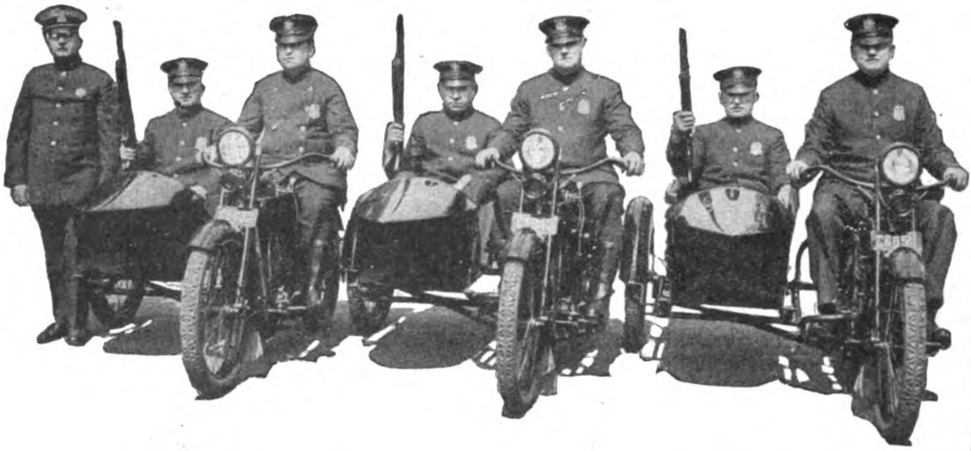
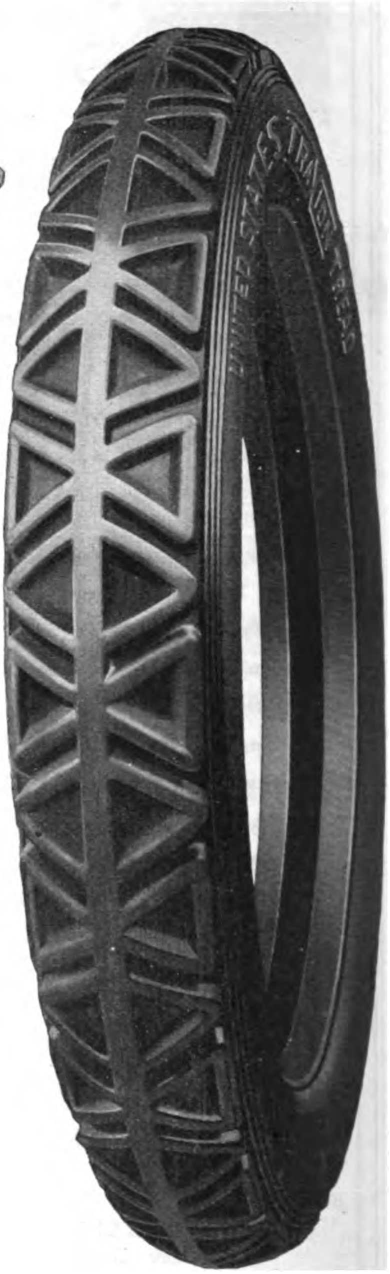
Tell the advertiser that you saw this advertisement in Motorcycle and Bicycle Illustrated. Both he and we will appreciate it.

They Choose Traxion Treads
for Swift, Sure Policing





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Natural enough that such Police Departments as these equip their Motorcycle Squads with U.S.Traxion Tread Tires.

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are Good Tires

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THE U. S. MOTORCYCLE TIRE

United States Rubber Company

Motorcycle and Bicycle Illustrated
America's Greatest Cycling Magazine
Volume 18, No. 43
October 26, 1922

Why *Worry* About Ford?

By W. H. Parsons

MOTORCYCLE and BICYCLE ILLUSTRATED received a letter from Detroit the other day, that is so full of horse sense that we hope every motorcycle dealer in the country will read it and get the point.

"Motorcycle enthusiasts are not Ford buyers. They are a class unto themselves," declares our correspondent.

If every dealer who goes into the dumps whenever there is a drop in Ford prices would just get that idea firmly fixed in his mind and then go out and get busy selling motorcycles to the logical motorcycle prospects we would hear very little about Ford prices in motorcycle circles.

Motorcycle riders *are* a class unto themselves. They don't ride motorcycles because they are *cheaper* than automobiles, but because they *prefer* a motorcycle to an automobile. "Virile youth who enjoy the exhilaration of controling a machine that gives them a thrill obtainable from no other form of sport," our correspondent calls them, and he has the right idea.

It is doubtless quite true that the price of motorcycles can be so high that the class who would prefer them to automobiles will not buy, but when this is the case it is because they haven't got the price, not because of any comparison they make between the price of a good motorcycle and the price of a cheap automobile. They don't want an automobile at any price. They do want motorcycles. The problem is not one of producing motorcycles to compete with Ford prices, but to produce motorcycles at prices within the means of the class who buy motorcycles because motorcycles are what they want, and this price is not necessarily below that of a cheap automobile. Motorcycles at their present prices are within the means of scores of thousands of active young Americans between the ages of 18 and 25 years and it is to this class that the dealer must make his appeal.

THE MOTORCYCLE SITUATION IN DETROIT.

EDITOR Motorcycle and Bicycle Illustrated: The motorcycle dealers in the Detroit territory, past and present, have let the activities of the Ford Company worry them to such an extent that they have not gotten down to brass tacks and sold motorcycles. Every cut that Ford makes they immediately become blue and worried, when there is really nothing to worry about.

Motorcycle enthusiasts are not Ford buyers. They are a class unto themselves, virile, youth who enjoy the pleasures of controlling a machine that exhilarates and keeps them on their toes, like a bunch of athletes.

The fault in Detroit lies with the dealers and the motorcycle club. They have not been active in promoting the activities that are the joy of the motorcycle enthusiast, hill climbs, Gypsy tours, night ride competition, endurance runs, social gatherings, parades, etc. When the dealers and riders, through the club, get together and do things, then only will the motorcycle sales reach the volume they should.

Detroit is full of sportsmen. They go in for every sort of sport. Why not motorcycles? Youth is here, the type of men who would love motorcycles, but it needs a leader, and he will probably be found in one of the new dealers recently appointed by the manufacturers in this city. There is already considerable gossip that a new club will be formed next Spring or the old one will get a shot in the arm. With practically a new line up of dealers in this city, Detroit should be one of the leading motorcycle cities.

The motorcycle is fundamentally a sporting vehicle. It has its practical utility value, but that is a secondary consideration. The big volume must come from sales to the young fellows who buy because of the fun they get out of breezing along on two wheels, with a bunch of others like themselves, over hill and dale, exploring and adventuring, bucking the sand or the ruts, conquering the hills, opening her up on a stretch of good going, camping by the roadside, roughing it de luxe. It's the grandest sport on earth.

The trouble with too many of us is that we have been trying to sell the motorcycle as a substitute for the automobile and, of course, when we try to do this price comparison immediately becomes a serious problem. The motorcycle is not a substitute for an automobile any more than an automobile is a substitute for a motorcycle.

The motorcycle is not a "cheap" sport. It never will be. It's a high-class sport and always will be. We are never going to get anywhere in this country at trying to sell motorcycles to prospective buyers with the argument that they are "cheaper" than automobiles, whatever may be the condition in other countries. The first cost of a motorcycle may or may not be less than the first cost of the lowest priced automobiles, equipment considered, and a motorcycle will go farther on a given amount of fuel and oil, but these are not the deciding factors in the minds of most buyers. It's the fun they expect to get out of it that makes them put their names on the dotted line.

Our correspondent puts a finger on the weak spot in many a dealer's sales campagn when he says: "The fault lies with the dealers. They have not been active in promoting the activities that are the joy of the motorcycle enthusiast, hill climbs, Gypsy tours, endurance runs, social gatherings, etc. When the dealers and the riders, through the club, get together and *do* things, then only will the sales reach the volume they should."

Youth is gregarious, and in sports it is especially so. There is little fun in solitaire motorcycling. The motorcycle rider gets the most pleasure out of his motorcycle by flocking with his fellows.

Dealers who overlook this, who fail to stimulate club activity in their community are falling down on the job. It is human nature to want to do what we see the other fellow having a good time at, and this desire is the least controlled when we are young. If we see our friends out for a good time on a motorcycle club run and hear them talk about the sport they had we want one also, and we are half sold before the dealer gets to us.

The motorcycle is the sport of red-blooded youth. There is a period in the life of the average normal young man when he is a logical prospect for a motorcycle, for the sake of the joy he can get out of it and not because it is a substitute for anything else. If he has the price he'll buy one, and he won't give a snap of his finger whether that price is more or less than the price of a cheap automobile. That's the time to sell him.

Bennett Again on the Wing

Western Rider Determined to Bring Transcontinental Record Back to Henderson Camp Starts on Record Coast to Coast Dash

As we were going to press word reached us that Wells Bennett planned to start from Los Angeles, Wednesday morning, October 25, on a second dash across the continent to beat the record made by Cannonball Baker, who made the 3,332 miles from Coast to Coast in 6 days, 22 hours and 52 minutes on a four-cylinder Ace motorcycle. The previous record was made by Alan T. Bedell, riding a four-cylinder Henderson, in June, 1917. Baker's record was 17 hours and 24 minutes faster. Bennett bestrides a four-cylinder Henderson and is determined to bring the record back into the Henderson camp.

When Baker started on his rush for New York, Sept. 20 last, he had no intimation that Bennett would be close on his heels, for Bennett kept his plans strictly under cover. He checked out 28 hours behind Baker and made it a race across the country. Baker was two days on the road before he knew Bennett was behind him. The race was a close one, but Bennett dropped out at Philadelphia.

This time Bennett has the advantage of familiarity with the road, the previous attempt being his first ride over the Eastern half of the route. To offset this, he will be without a pace maker, for there is no one ahead of him to chase. There is also a considerable element of chance in the weather. Both Baker and Bennett hit good going through Kansas and Missouri last month. Should Bennett run into rain and bad roads in this section it will be a serious handicap.

Instead of chasing Baker across the country this time, Bennett will probably meet Baker somewhere in the middle west, as Baker left New York Tuesday morning for a tour across the country on a Neracar. The rivals are now going in opposite directions and with opposite goals, the one trying to make a new speed record across the country and the other out to demonstrate that a lightweight motorcycle is practical for transcontinental travel. Bennett will ride night and day, eating and sleeping on the fly. Baker will sleep nights and eat hearty.

SPORTSMANSHIP

Editor Motorcycle and Bicycle Illustrated: Roy Artley wires Wells Bennett was officially checked out from Los Angeles at 12:01 a. m., October 25, for transcontinental record. Wish him the best of luck.

Ace Motor Corporation.
Philadelphia, October 25.

WHERE THE TARIFF STARTED

In view of the statements by opponents of the new tariff law that it is highway robbery, there is considerable interest attached to the fact that that is just what the term "tariff" originally meant. The bill which Congress recently passed was called by the name of a leader of a horde of bandits who, more than a thousand years ago, introduced to the world a new method of taking plunder. Because a band of marauders levied tribute upon every caravan which passed its way, the term "tariff" has decended to us, by way of England, to denote a duty imposed upon goods passing into a certain territory.

In the early part of the eighth century a band of marauders, under a leader by the name of Tarif, crossed the straits from Africa and landed on the southern shores of Spain. The band consisted of Moors, Berbers, Syrians, Africans and a few Arabs, all bent on plunder. They ravaged the country and established a little seaport town, called Tarifa after their leader,

The robbers overran a great deal of Spain. Tarif built himself a castle and to maintain it levied duties on all commerce that came through or approached the town of Tarifa. With the sword as his collecting agency, he would hold up ship and caravan in piratical fashion and force the payment of tribute. From that town, Tarifa, which was named after a highwayman, the English word "tariff" was taken.

For some centuries the Moors remained in control of the provinces of Cadiz and Andalusia and the seaport town of Tarifa, and levied their toll upon commerce. In 1292 they were driven out of Spain, but left behind them a mode of raising revenue which has since been adopted by every Government in the civilized world.

HE WANTS TO BE SHOWN

Editor Motorcycle and Bicycle Illustrated: It was with much interest that I read the article by Lawrence H. Cade in your issue of October 12, in which he states rather forcibly that the ultimate type of machine is the "one-lung," hi-efficiency mount.

This may be very true of England, but I rather doubt the ability of one of these English "go-devils" to scale a he-sized American hill. Mr. Cade speaks of its ability to "Climb mountains and dawdle through traffic." I had always supposed that England was a rather flat country, and as for dawdling through traffic I'm pretty sure that if I got caught in a five-o'clock rush I'd have a "blooming Bobby" dawdling me off the street with my motor assisted bicycle.

WM. S. ELLIS.
Downer's Grove, Ill.

Baker Off on Cross Country Economy Tour *a la* Neracar

A CROSS-COUNTRY economy run is the latest stunt, and none other than E. G. "Cannonball" Baker has started out on such a venture. There will be no efforts made to shatter any time marks, but instead this is going to be an easy trip. Baker is riding a Neracar, "the little fellow from Syracuse," and his trip will be solely to see just how little "mixture" he can make Los Angeles with.

So that no one will mistake the outfit, both sides of the Neracar are lettered to let the people on the way know that "Cannonball" Baker is going from New York to Los Angeles on an economy test.

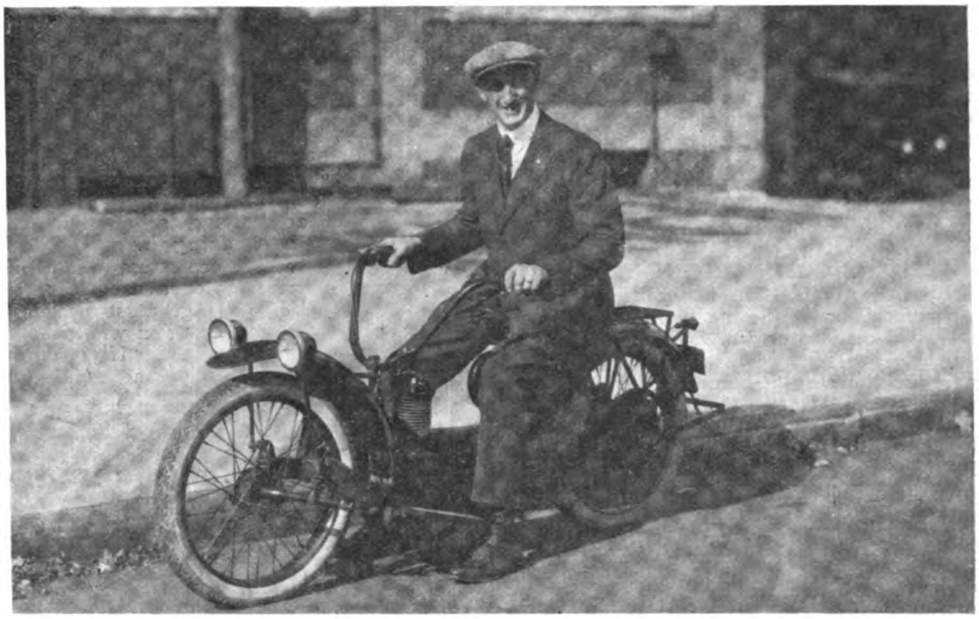
Baker started his journey from Tottenville, N. Y., where most of the cross-country record trials either start or finish, and his getaway time was exactly 11:42 the morning of Tuesday, October 24. Walter Bardgett, editor of Motorcycle and Bicycle Illustrated, saw his tank emptied and then filled with two gallons of "mixture" of gas and oil, then Baker and his Neracar went aboard the good ferry "Tottenville" for Perth Amboy. Arriving at Perth Amboy, Baker and E. K. Gordon, vice-president and sales manager of the Near-A-Car Corp., were the first off the boat and on their way to Philadelphia, where Baker filled up with more fuel and then went on to Gettysburg, his first night stop. Wheeling, W. Va., was to be his objective for the second day, and then on to his home in Indianapolis.

Baker arrived at Philadelphia at 3:06 p. m., and was checked out at 3:15 by Ace Motor Corporation officials and then Alex Morrison, Henderson representative started on a Neracar with Baker for Lancaster.

Baker's equipment consists of Firestone tires, Williams rims, Brown and Barlow carburetor, Mesinger saddle, Champion plugs, with Nearacar motor and standard internal expansion hub brake. An extra hand brake is also fitted to the machine. The machine and Baker weighed 425 pounds, and the machine alone about 219 pounds. An extra brace has been fitted to the handlebars.

This is Baker's sixtieth transcontinental trip.

In addition to Mr. Gordon there were R. J. Willard, Newark Ace dealer; E. B. Holton, the scribe, and a number of other enthusiasts to see Baker away.



Cannonball Baker all dolled up for a little tour around Syracuse, N. Y., on his Neracar.

The Cannonball is going to sleep every night and eat three squares a day and stop and chatter with folks while he's doing it. The thought came to him when he was in Los Angeles recently, getting ready to shoot for the Coast-to-Coast speed mark which he coined a few weeks ago.

With the big job done and time to think clearly and concentrate on his brain athletics, "Bake" decided that his new pet idea was quite possible and quite practical. When he had figured everything out to his customary last detail, he mailed a long letter —and waited.

But not for long. When the answer came, Cannonball looked around for his trusty grip and advised the folks at home that he shortly would be going on another long journey to the Coast. But, instead of seeing how fast he can burn up the miles, he will forego the usual wide open throttle and see how much mileage he can squeeze out of gas and oil.

There! The great secret is out. "Bake" has the economy bug. He thinks that the world has had plenty of demonstrations as to how fast a motorcycle can be shot across America, and now said world would sit up and listen to some one who would tour across within the speed laws and show how cheaply the two-wheeler can do it. Grand idea, a real, national economy record for the two-wheeler.

So Cannonball on a Neracar is doing a trans-continental? Most certainly. Nothing strange about it. Why, out in Los Angeles, "Bake" rode one of the little jibbers down to the beach on the day the L. A. M. C. had its annual run and said it was "hot dam Lillie" and a regular job. He stuck around all day with the bunch, taking an occasional spin on the two-wheeled car and intently listening to the comments of members of the "profesh" and outsiders.

"Bake" returned from the Santa Monica outing quite saturated on the Neracar. In executive session that Sunday night with J. J. O'Conner, of Western Motorcylist and Bicyclist, he sprung his big surprise—that when he had regained the transcontinental speed record, he was going to "sell" the Neracar people the value to them of a Coast-to-Coast economy record with their machine. Well, "Bake" has sold them.

While he was at the factory all details were discussed and perfected. The program is a daily travel of around 200 miles, with an iron clad record on all gas and oil purchased, when and where, and cost of same, a complete report on all tire and mechanical trouble, nature of same and cost of repairs. When "Bake" reaches Los Angeles, he'll hunt up a notary and recite a little legal phraseology with right arm understudying the Statue of Liberty, and then—we'll truly know something about two-wheeler operating cost.

With *the* Trade

LAKE-ERB MOVES

New York—The Lake-Erb Mfg. Co., manufacturers of Ammeters, announces that it has moved from 405 Fourth street to 332 West 58th street. Business is good.

HOBART LEAVES HOSPITAL

Springfield, Mass.—Friends of D. R. Hobart, special contributor to MOTORCYCLE AND BICYCLE ILLUSTRATED, will be glad to know that he has so far recovered from the injuries received when run down by an automobile joy rider last Spring, as to be able to leave the hospital. He will be on crutches for some time yet but is now on the road to complete recovery.

BILL D. IS COMING TO N. Y. SHOW

Milwaukee, Wis.—The genius for mechanical supervision at the big plant of the Harley-Davidson Motor Co. is William Davidson. He has always been so busy, that he has been the stay-at-home of the organization for years. But on the quiet he informed ye scribe he intends to give his associates a shock, by declaring he is going to attend the New York Show in February, and welcome he will be.

STEWART-WARNER DIVIDENDS

Chicago—This year's earnings and present business justify a Stewart-Warner Speedometer dividend increase to $1 a share. Dividend was reduced from $1 to 50 cents in April, 1921, and increased to 75 cents in April, 1922.

Floor space of Chicago factory has been increased, and capacity is gradually enlarged as new machinery is installed.

WHY FOSTER SMILES

CHICAGO, Ill.—Secretary W. M. C. Foster of the Mead Cycle Co., is all smiles these days, and he has good reason. "Our orders are running over 100 per cent. ahead of last year's holiday business," he says. "Moreover, we are probably selling the highest priced line of bicycles in America, in a wholesale way, this Fall. All this seems to indicate that it is not price that sells bicycles."

HENDEE FINANCES

Springfield, Mass.—The balance sheet of Hendee Manufacturing Co. as of Aug. 31, 1922, shows current assets of $2,049,594; current liabilities $648,035; working capital, $1,401,559. President Skinner in his remarks to stockholders says: "The company, after weathering the acute industrial depression of the post-war period, after absorbing heavy losses due to shrinkage in the market value and obsolescence of inventories, and after making provisions for all other known or anticipated losses, begins the current year with an earned surplus of $936,192."

POLICE CHIEFS VISIT HARLEY-DAVIDSON FACTORY

Milwaukee, Wis.—"I never before realized that so much fine work, care and specialized machinery were used in building the motorcycle of today," remarked a police chief after a tour through the Harley-Davidson factory. Members of the Wisconsin Police Chiefs' Association were guests of the Harley-Davidson factory during their annual convention in Milwaukee, October 11 and 12. A number of the visiting chiefs were accompanied by their wives on the tour through the factory. "This trip was an interesting revelation to these police officials," said Walter Davidson, president, Harley-Davidson Motor Co., who conducted one group through the factory. "It gave them a new idea of the mechanical ruggedness and dependability that is built into the modern motorcycle. The chiefs were unanimous in their praise of motorcycles as an effective arm of the law in patrol work and in combating crime."

HE FEELS LIKE CHEERING

Milwaukee, Wis.—W. E. Kleimenhagen, Advertising manager of the Harley-Davidson Motor Co., as he scans his daily mail and checks up his returns from trade paper and direct by mail advertising is bubbling over with optimism. He is doing things in an advertising way never before attempted in this industry. His new rotogravure stunt is novel and artistic. The greatest pessimist after five minutes' conversation with Kleimenhagen will be an enthusiast. "If you know your market and its buying methods, your advertising is easy," says W. E. K.

BRIGGS & STRATTON CO., N. Y. DISTRIBUTORS

New York—Owing to the closing of the New York store of Edwards & Crist Company, who have heretofore been distributors of Briggs & Stratton Motor Wheels, Flyers and Scooters, this line will in the future be distributed in Greater New York, New Jersey and Long Island by the Automotive Electric Service Corporation, 206 Amsterdam Avenue, New York City. The Automotive Electric Service Corporation, for several years, has been the official Briggs & Stratton service station on electrical products, and because they know the worth of Briggs & Stratton products, they have decided to take on the Motor Wheel line. This has been made a separate department of their business, in charge of "Billy" Gibson as Motor Wheel Division Sales Manager. The new distributors will supply all dealers in their territory and will take care of all inquiries promptly whether for new goods or repairs.

Exports of Cycles from the United States, for July, 1922

	Bicycles & tricycles		Motor Cycles		Parts of cycles except tires	
Country	Number	Dollars	Number	Dollars	Pounds	Dollars
Azores & Madeira Is.	....	....	1	$500	....	....
Austria	1	$104	1	400	....	....
Belgium	....	....	77	16,873	7,770	5,341
Czechoslovakia	....	....	13	2,078	297	308
Denmark	....	....	20	4,927	11,256	4,302
Finland	....	....	5	895	....	....
France	....	....	15	8,234	9,857	6,778
Germany	....	....	15	4,000	134	172
Greece	....	....	1	151	....	....
Italy	....	....	182	50,333	18,939	8,947
Latavia	2	72	....	....	....	....
Netherlands	....	....	144	57,917	21,143	11,598
Norway	....	....	15	3,360	1,211	1,298
Portugal	....	....	10	3,192	2,476	975
Spain	....	....	11	3,162	7,815	3,549
Sweden	1	7	47	9,146	4,275	3,248
Switzerland	....	....	3	766	768	431
England	....	....	31	6,346	6,115	6,410
Yugoslavia, Albania, etc.	....	....	3	839	....	....
Canada—Maritime Provinces	12	167	2	350	651	224
Quebec & Ontario	35	913	22	5,538	9,406	5,604
Prairie Provinces	58	433	7	1,683	1,381	1,110
British Columbia & Yukon	3	100	7	1,224	403	343
British Honduras	....	....	....	....	40	35
Costa Rica	1	11	....	....	....	....
Honduras	1	11	....	....	52	30
Nicaragua	3	40	....	....	....	....
Panama	2	203	....	....	25	59
Mexico	201	3,630				
Newfoundland and Lab-			2	373	1,403	1,059
rador	1	36	....	....	38	26
Bermuda	....	....	....	....	443	369
Barbados	1	35	....	....	86	130
Jamaica	....	....	....	....	7	8
Trinidad & Tobago	....	....	....	....	214	105
Other Brit. West Ind.	1	30	1	100	220	77
Cuba	374	1,672	1	426	757	399
Dominican Republic	8	424	....	....	48	50
Dutch West Indies	10	291	2	470	78	32
Virgin Islands of U. S.	2	70	....	....	....	....
Argentina	12	813	1	300	28	35
Brazil	....	....	9	2,472	210	86
Colombia	8	223	....	....	....	....
British Guiana	....	....	....	....	787	341
Dutch Guiana	....	....	....	....	16	36
Peru	....	....	2	338	20	50
Uruguay	....	....	....	....	1,682	1,413
Venezuela	5	132	1	158	....	....
Aden	....	....	2	259	....	....
British India	2	87	13	3,648	1,771	1,801
Straits Settlements	....	....	....	....	108	191
China	6	178	1	316	15,994	7,688
Chosen	1	44	....	....	225	82
Java & Madura	16	534	32	7,501	10,073	3,780
Japan	12	500	29	7,997	20,489	11,075
Palestine & Syria	1	93	1	370	....	....
Philippine Islands	6	224	....	....	1,936	1,184
Australia	....	....	118	31,094	5,627	3,261
British Oceania	3	114	....	....	....	....
French Oceania	....	....	....	....	20	18
New Zealand	....	....	48	10,966	5,789	3,795
British West Africa	....	....	....	....	86	76
British South Africa	1	65	55	14,721	1,678	1,252
British East Africa	....	....	10	2,553	7	6
Egypt	....	....	5	1,224	2,584	1,534
Other French Africa	....	....	....	....	10	8
Total	790	$11,256	965	$267,220	176,448	$100,729

WANTS TO BUY BICYCLES

Baxter Springs, Kansas—R. W. Hoffman, proprietor of the Sweetheart Trail Garage, is doing bicycle work and wants to get in touch with first class bicycle companies with a view of taking an agency.

VAN CLEEF BACK FROM COAST

Chicago, Ill.—Felix Van Cleef of Van Cleef Bros., Chicago, manufacturers of Dutch Brand products, has returned from a trip to the Pacific Coast. He reports business in the West excellent.

LEATHER GOODS CO. BANKRUPT

Detroit, Mich.—The Wolverine Leather Goods Co., 414 West Jefferson street, W. E. Bartlet, president, W. S. Brown, secretary and treasurer, were declared bankrupt by its creditos. The stock has been sold and did not bring ten cents on the dollar.

BENNETT SWITCHES TO SEATTLE

Seattle, Wash.—Wells Bennett, when he gets through flashing from coast to coast, is scheduled to join the Excelsior Motorcycle & Bicycle Co., Henderson and Excelsior agents here. Heretofore he has been connected with the Strine Cycle Co., of Portland, Ore.

WANTS AMERICAN CYCLES

Washington, D. C.—An agency is desired by a South African firm for American motorcycles and bicycles. Payment to be arranged by letter of credit or through commission house in New York. Write Department of Commerce and mention opportunity No. 4039.

NO PESSIMISM HERE

New York City—There is no pessimism at the store of Gottlieb & Barnett, Inc., cycle jobbers, 57 Warren street. They are doing a nice business and are receiving many orders for juvenile vehicles as well as bicycles. The company has also orders for Spring delivery on tires and are very confident about the future.

BAKER TO START COMPANY

New York City—Before departing for Los Angeles on an economy run with a Neracar, "Cannonball" Baker disclosed the information that he is going to make his home on the Coast and will soon open up his own company, the "Cannonball" Baker & Company, to handle Ace and Neracar in Los Angeles.

GODDARD LEAVES MILITOR

New York—H. A. Goddard, who for the past several years has been vice-president and director of sales of the Sinclair Militor Corp., manufacturers of the Militor four-cylinder motorcycle, this week announced his resignation. He says he is not ready to announce his new connection but intimates that he will remain in the cycle field.

RECORD BROKEN AT HENDEE

Springfield, Mass.—The largest single day's business recorded at the Indian factory since the boom period of 1920, and comparing favorably with the palmy days of 1913, was on Thursday, October 19 when the sales department passed on to the production division, orders for 309 machines. Gauged by the sales records in the past, the total orders for 1923 machines received at the factory to date indicate that the year will witness a production of Indians exceeding that of 1920. This condition reflects great credit on the dealer organization and the sales force in the field who have demonstrated their ability under conditions not yet entirely normal.

Ed Buffum, new sales manager for the Flxible Co., Londonville, Ohio.

BUFFUM JOINS FLXIBLE

Loudonville, Ohio.— President H. H. Young of the Flxible Co. announces the appointment of Ed Buffum as sales manager. Mr. Buffum took up his duties this week and is busy getting things squared around for one of the livest sales campaigns in the history of the industry. Everybody knows Ed Buffum who early last Summer resigned the salesmanagership of the Hendee Mfg. Co., after many years of selling Indian motorcycles and sidecars. Few men have a wider acquaintance or more comprehensive knowledge of the motorcycle field. When he left the Hendee organization there was general regret, but he told his friends that he was only taking a vacation and would be in the harness again before Fall. This week's announcement from Loudonville is hinted as the forerunner of other interesting announcements to come from the Flxible factory in the near future. Here's good luck to "Buff" and best wishes for the success of all his plans.

OUR WESTERN CONTEMPORARY CALLS

New York—A. E. Welch, advertising manager for the Western Motorcyclist and Bicyclist of Los Angeles, Cal., blew into town the other day on his annual swing around the circle. He left Los Angeles about six weeks ago and has been calling along the way. Says he has found the manufacturers and dealers all busy and predicts a very good business for everyone next season. Also, there is no place quite equal to sunny California, especially now that the nights are getting a little chilly. Mr. Welch started on the home stretch from Springfield, Mass., Saturday. Come again, A. E., when you can stay longer.

A HAPPY CHILD

New York—We had a call this week from Alfred Child, Harley-Davidson traveler. He just radiates enthusiasm. Says Harley-Davidson dealers all through his territory are breaking sales records: None of them worried over the Ford price bugaboo. They are selling motorcycles to motorcycle prospects and letting the automobile manufacturers and dealers do the worrying about Ford competition.

J. ALLAN SMITH TO SAIL

New York City—J. Allan Smith, president of the Ner-A-Car Corp., of Syracuse, N. Y., manufacturers of the Neracar, will sail for Europe on Saturday, October 28. Mr. Smith will visit France and England and arrange agency connections over there as well as studying business conditions. While in France he will have a conference with F. Nestle, who has the agencies for Spain and France for the Neracar.

SCHACK TOURS PACIFIC COAST

Los Angeles, Cal.—W. G. Schack, president, general manager, sales manager and general all around boss of the Emblem Mfg. Co. and Pierce Bicycle Co., of Angola, N. Y., has been on the Coast for his annual once over of the Western territory. "Everything is lovely," he says. The new prices have brought volume business. Orders are pouring in. From Los Angeles Mr. Schack's itinerary was San Francisco, Portland, Seattle, Spokane. He expected to get back to Angola about the first of November.

POPULAR MR. SAGE

Detroit, Mich.—J. C. Sage, president of the Fentress-Newton Mfg. Co., 1011 Lafayette Boulevard, is as popular as his F. N. Tandem saddles. Every dealer he comes in contact with is always proud to claim his acquaintanceship and carry the best Tandem seat on the market, while no dealer could find a better friend than the same Mr. Sage. He is a strong booster for the motorcycle, and that is why this factory is doing the good business they are. Mr. Sage prophesies that business will continue good for the next five years. The Fentress-Newton Mfg. Co. 1922 catalogue is one that no dealer should be without. It covers their entire line„ is profusely illustrated, printed on coated stock and a credit to the firm. Dealers, drop them a line and one will be sent by return mail.

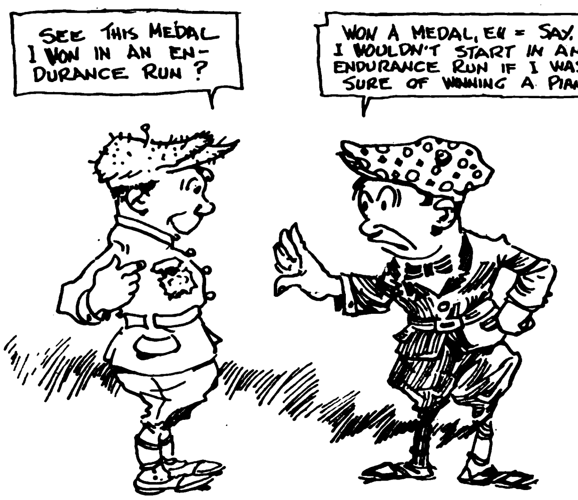
INDIAN COAST POLICY

Seattle, Wash.—T. C. Butler, Pacific Coast Manager for the Hendee Mfg. Co. has announced to the dealers in the northwest that in the future Indian agency contracts will be direct with the factory instead of through a distributor. Arrangements has been made with the Eyres Storage and Distributing Co., of Seattle to warehouse a full stock of models. Parts will be distributed through the Mercer Cycle Co. at Seattle, as heretofore, and also through the Indian Motorcycle and Bicycle Co., at Portland, Ore. Warehouse stocks of all models will also be maintained at Oakland and Los Angeles, Cal. Indian bicycles on the coast will be handled through a distributor, not yet named. In the meanwhile orders will be filled from the Los Angeles office, 731 American Bank Building.

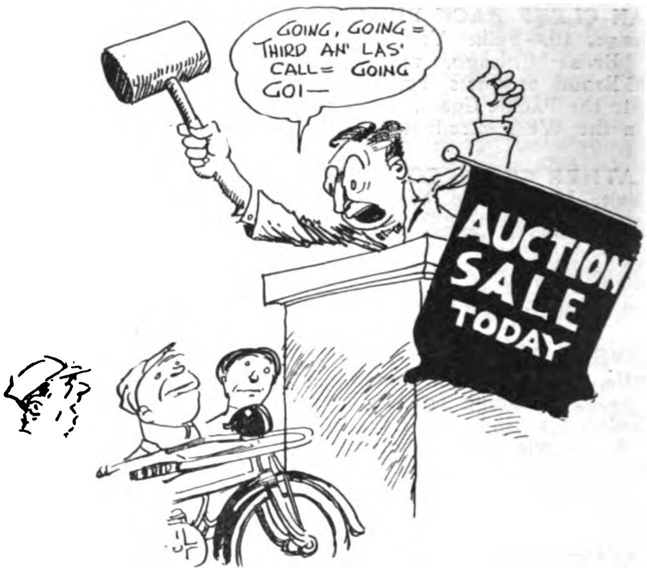
THE BIRMINGHAM BICYCLE TRADE

Washington, D. C.—Consul John F. Jewell, Birmingham, England, reports: "The season for bicycles, which is now nearly over, has not been up to expectations. Not only was the execution of orders delayed by labor troubles, but the efforts of manufacturers to get nearer to pre-war prices were frustrated. The home demand was fairly good—better than the export demand—but there was a hesitation on the part of traders to take any risks, with the sharp lesson of the recent slump fresh in their minds. Buying was therefore pursued on hand-to-mouth lines from the time the season started until it closed. Manufacturers were unable to arrange production programs with any definiteness, and the buying of raw materials on a falling market also seriously hampered the trade.

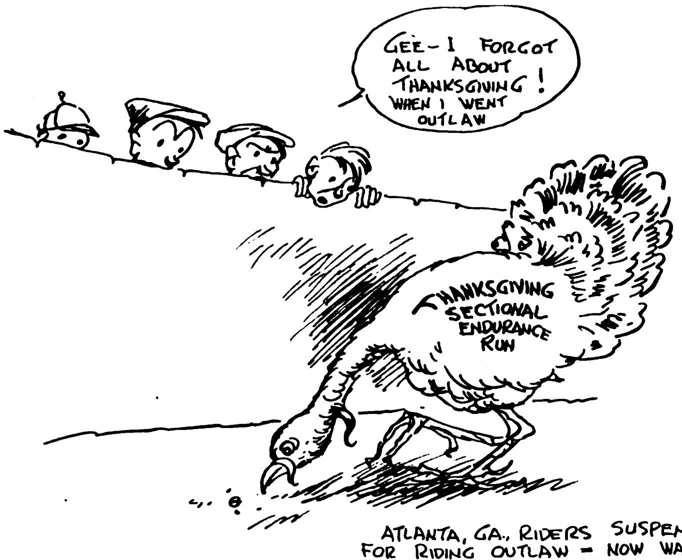
WEEKLY WHIRL of WHEELS


SEE THIS MEDAL I WON IN AN ENDURANCE RUN?
WON A MEDAL, EH = SAY, I WOULDN'T START IN AN ENDURANCE RUN IF I WASN'T SURE OF WINNING A PIANO!

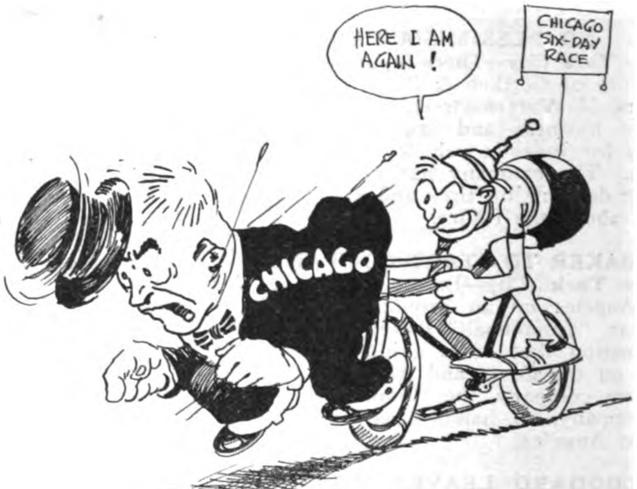
MOTORCYCLE RIDERS AT ONE TIME WERE PROUD TO WIN A BRONZE MEDAL IN AN ENDURANCE RUN. NOW THEY WANT TO SEE A WAGON LOAD OF PRIZES — FROM A SPARK PLUG TO A SUIT OF CLOTHES BEFORE ENTERING. IT USED TO BE A SPORT — NOW IT'S A BUSINESS WITH MANY OF THEM


GOING, GOING = THIRD AN' LAS' CALL = GOING GOI—
AUCTION SALE TODAY

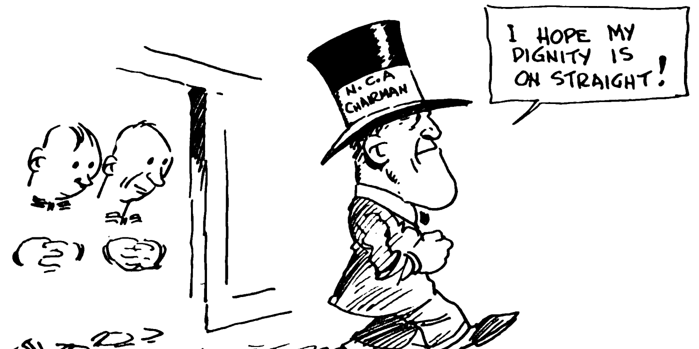
CARL BUSH, NEWARK, N. J. DEALER, SPRINGS A NEW ONE WITH AN AUCTION SALE TO DISPOSE OF SECOND-HAND MOTORCYCLES = ALL MAKES AND AGES = WITH 50 MACHINES GOING TO THE HIGHEST BIDDERS


GEE - I FORGOT ALL ABOUT THANKSGIVING! WHEN I WENT OUTLAW
THANKSGIVING SECTIONAL ENDURANCE RUN

ATLANTA, GA., RIDERS SUSPENDED FOR RIDING OUTLAW = NOW WANT TO GET ON THE RIGHT SIDE OF THE FENCE—

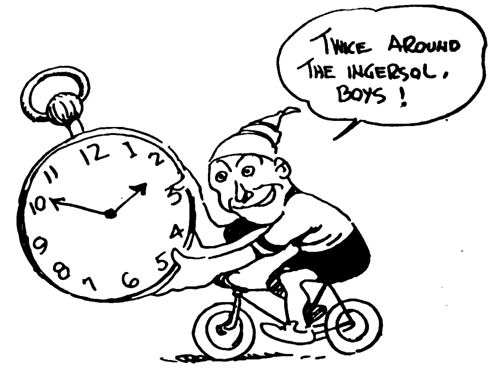

HERE I AM AGAIN!
CHICAGO SIX-DAY RACE
CHICAGO

THE SIX-DAY BOYS ARE CONVENING IN THE FAMOUS WINDY CITY


N.C.A CHAIRMAN
I HOPE MY DIGNITY IS ON STRAIGHT!

THE N.C.A. HOLDS ITS ANNUAL MEETING IN WHICH, AMONG OTHER THINGS, IT MAKES FRANK KRAMER PERMANENT CHAIRMAN OF THE RACING BOARD

Howard Freeman


TWICE AROUND THE INGERSOL, BOYS!

BAY VIEW WHEELMEN SCHEDULE THEIR ANNUAL 2-HOUR TEAM RACE FOR OCTOBER 29 AT WEEQUAHIC PARK, NEWARK—

Around *the* World *in* Cycledom

H. Blackburn Harte

What Are the Motorcycle and Bicycle Riders, Manufacturers and Dealers, of the Wide World Doing and Saying? What Are Their Preferences and Prejudices, and What Does the General Public of Other Countries Think of Bicycles and Motorcycles? H. Blackburn Harte Has Been Commissioned to Find Out for the Readers of this magazine.

No. 3—Germany

IN Germany the bicycle, and the motorcycle, have always been important and today they are considered absolute necessities. The first cost of automobiles, and the expense of operation, puts them out of reach of all but the few, under the desperate conditions following the war, the German social revolution, the mismanagement of the present German republic, and the slump in the value of the mark. No one knows where it may yet go.

With each depreciation of the mark up go prices of everything. Wages never quite catch up. By the time people's incomes have been adjusted to meet the increases in prices the mark has gone still further and the prices with it. Truly, for the average German citizen, Germany is now a place where "it costs too much to live, and you can't afford to die." Of course, for the "auslanders" coming from the States and England and elsewhere, exchanging dollars and pounds into German money, living is comparatively cheap, even after we have paid the various taxes the German government places on foreigners, and even after we have paid the double prices the Germans charge foreigners.

But the German is hard pressed, and motors for bicycles, have assumed a real economic significance in Germany. Carfares and railroad fares are exceedingly high for the German at present. Fares on the subways of Berlin, in the third class cars are five marks for the shortest ride, and increase according to the distance traversed. In the second class cars they begin at seven marks. There is no first class—that has been abandoned as a foolish and expensive luxury. On the street cars and motor-buses, fares are eight marks for the shortest ride, and increase to twelve, fifteen, eighteen and so on according to how far one rides. When it is considered that wages for skilled workmen average about 500 or 600 marks per day at present, it can be seen that these high car fares would eat up a disproportionate amount of a man's income.

MR. H. BLACKBURN HARTE, who is now on a two-year trip around the world, as a traveling correspondent for the American Trade Press, and whose articles analyzing the cycle industry in the countries which he visits, will appear exclusively in Motorcycle and Bicycle Illustrated, is an experienced journalist and investigator. His contributions, of which this is the third, will be of great interest to everyone connected with the American bicycle and motorcycle industry. He is commissioned to tell us our faults as well as our good points as they appear in the minds of the people of the rest of the world.

THERE is not the slightest prospect of a field for American motorcycle manufacturers to sell their products in Germany for many years to come. The country's internal economic conditions absolutely prevent the possibility of the German citizens paying even the lowest price at which an American machine could be sold, even if the government lifted the ban which it now places on such imports.

Consequently, everyone who ever owned a bicycle of any description is riding it to save money. There are no idle cycles in Germany. The streets are congested with new and old bicycles, and occasionally one of prehistoric appearance is seen still going.

According to Willie Budzinski, a prominent Berlin cycling authority, there are today between 7,000,000 and 8,000,000 bicycles used in Germany, a country of approximately 60,000,000 population. There are about one hundred bicycle factories with a total production above 200,000 a year. Approximately half of these are sold within Germany, and the balance exported to Holland, Great Britain and the British colonies, Spain, Italy, the Balkan States, Russia, the Scandinavian countries, Japan, China, South America, and to some extent to the United States. The domestic price of a bicycle in Germany averages about 30,000 marks, which would be about $15 in American money, but is a high price for the German.

Bicycles are used extensively by women and girls in Germany, to a far greater extent than is the case in the States. Both sexes use it for pleasure and sporting purposes; but above all it is looked upon as a necessary means of economical transportation. The roads in Germany are among the best on the Continent now, and long tours on both bicycle and motorcycle are popular.

But the motorcycle is the coming thing in Germany. In fact it has come, and it will gain a stronger and stronger hold. One reason is the ratio between the price of the motorcycle and the bicycle. German motorcycle manufacturers are putting out many 4 and 7 horsepower twin cylinder motorcycles, imitations largely of prominent American makes, and selling them for from 80,000 to 100,000 marks, which is around $45 and $50,

WHERE Germany looms up big as a problem to the American manufacturer is as a competitor in other foreign markets. The Germans concede the superiority of American machines over their own. They admit that they have not yet succeeded in producing an imitation which equals the models they have copied. There is only one thing that endangers the position of the American machine in foreign countries, but that one thing is a very big thing—price.

only about three times the price of a bicycle. This is serving to increase the popularity of the motorcycle rapidly. The two largest motorcycle factories in Germany, the Wanderer-Werke at Chemnitz, and the Neckarsulmer Fahrzeugwerke at Neckarsulm (Württemberg). Each has an annual production of 50,000 motorcycles per year now, while the total annual production of all the German motorcycle factories is placed by Herr Budzinski at about 200,000, or as much as the production of bicycles per year. Of this motorcycle production between 60 and 70 per cent. is for export, and the balance for sale in Germany. Exports of motorcycles are being made to the same countries as bicycles, with the exception of England and the United States. How rapidly the German factories have been expanding their works is seen by the fact that before the war their total production was only between 20,000 and 30,000 machines per year, and now two of them each produce alone about twice that amount, and the total of all has been multiplied seven or eight times.

Before the war the Allgemeine Deutscher Automobile Club, the great national motoring organization with headquarters at Munich, had 40,000 members, of whom 10,000 were owners of automobiles, and 30,000 of motorcycles. Today, the same organization, with a practically negligible increase in the number of members owning motor cars, has 100,000 motorcycle riders on its rolls.

Light motors for installation on ordinary bicycles, and motorwheels, "hülfsmotors," they are called here, are very popular in Germany, because of their low initial cost, and their low cost of operation. Bicycles thus equipped are seen on every hand, and of the 100,000 motorcycle members of the Allgemeine Deutscher Automobile Club, some 40,000 fall into this class. The German branch of the American Cyclemotor Corp. is doing a fine business. The other 60,000 are chiefly heavy two cylinder machines of the same general type that is most popular in America. The lighter motorcycles, between the big twins and the motor-bicycles, are not so popular in Germany as in France and Belgium.

AS Germany continues to expand her production as she is now doing, and makes her further invasions into foreign markets as she plans to do, and upon which her economic future rests, the struggle between American quality and German cheap prices, not only on motorcycles but on a host of other manufactures is bound to become more and more intense.

THERE are today between seven and eight million bicycles used in Germany, a country of approximately sixty million population. There are about one hundred bicycle factories with a total production of approximately 200,000 bicycles a year. Half of these are sold in Germany and the balance exported.

The domestic price of the bicycle in Germany averages about $15 in American money but it is a high price for the German.

The German is hard pressed and motors for bicycles have assumed a real economic significance in Germany. Carfares and railroad fares are exceedingly high. Consequently everyone who ever owned a bicycle of any description is riding it to save money.

While neither the big American nor British motorcycle manufacturers maintain any branches or agents in Germany at present, because in the first place Germany does not permit any importation of foreign machines and also since it probably would be impossible to sell American or British machines even if they were admitted under the conditions of foreign money exchange and the competition with the far lower prices of the German domestic manufacturers, there are, it is estimated approximately 10,000 American motorcycles in use in Germany, mostly Indians and Harley-Davidsons. These are machines which had been imported before the war, and machines which were used by the German army. Nearly all of these machines are being used with sidecars. The German makes of machnes are seldom used with sidecars, their manufacturers not yet having perfected a design which is satisfactory for this use. They are developing plans at present for building machines which will be more suitable for this service. At present German machines are used tandem a great deal, and the German girl does not in the least object to hanging on the back seat of her sweetheart's motorcycle. Girls mounted thus are to be seen at all hours, in all places. The girls, however, do hesitate at driving their own motorcycles, and it is believed there are not more than 50 women and girls in all of Germany who drive a motorcycle. When they haven't a sweetheart to take them on his tandem machine, they ride an ordinary bicycle. Judging from the number of young ladies riding bicycles there are many who haven't sweethearts—at least sweethearts with motorcycles.

A 50 per cent. export tax has to be paid to the German government on all motorcycles shipped out of the country. Nevertheless, even with this burden the German manufacturers are able to invade foreign markets with their products and compete advantageously with the prices of motorcycles built in other countries.

There is not the slightest prospect of a field for American motorcycle manufacturers to sell their products in Germany for many years to come. The country's internal economic conditions absolutely prevent any possibility of the German citizens paying even the lowest price at which an American machine could be sold, even if the government lifted the ban which it now places on such imports. The conditions of foreign money exchange and the low prices at which they can manufacture give the German makers a stranglehold monopoly on their own domestic market. This is not such a serious matter from our point of view, but where Germany looms up big as a problem to the American motorcycle manufacturer is as a competitor in other foreign markets. American machines have a reputation second to none in foreign countries (including even Germany itself) for their quality. The British machines rival them, especially on the fine points of beauty and finish, but they do not outclass the Americans for mechanical reliability, durability, speed, and general usefulness, and the Americans win out over the British in most countries except England itself, because the methods used by our manufacturers enable them to sell at so much lower prices than the British can. The popularity of American machines in France and Belgium has already been related in previous articles of this series, and it may be said here that the Germans also concede the superority of American machines over their own; they confess that they have learned how to build their machines from America and England, and that they have not yet succeeded in producing an imitation which is equal to the models they have copied. So there is only one thing that endangers the position of the American machine in foreign countries, but that one thing is a very big thing—price.

"We prefer the American motor-

BEFORE the war the Allgemeine Deutscher Automobile Club had 40,000 members of whom 10,000 were owners of automobiles and 30,000 motorcycles. Today the same organization with a practically negligible increase in the number of members owning motor cars, has 100,000 motorcycle riders on its rolls.

cycles," they tell me everywhere I go, "but we can't afford to buy them at present prices, and with foreign exchanges on the dollar so unfavorable. We admit their superiority but we buy the cheaper machines because they are all our purse will afford, just as the man who has only a dollar buys a dollar watch, while admitting the superiority of a fine but expensive Swiss watch."

So that is the crux of the situation with regard to the American motorcycle in foreign markets. We offer the fine product, which everybody admires, at the high price—but Germany offers the dollar watch which fills the same purpose, not so well, but at such a much lower price that people are naturally inclined to sacrifice a bit of quality for the money saving. As Germany continues to expand her production, as she is now doing, and makes her further invasions into foreign markets, as she plans to do, and upon which her economic future rests, the struggle between American quality, and German cheap prices, not only on motorcycles but on a host of other manufactures, is bound to become more and more intense.

Conditions in the United States, of course, make it thoroughly impossible for us to compete with German low prices. Our sales argument to the world must continue to be quality. And any improvements which come in the money exchange situations in countries such as France, Belgium, Italy, and so on will, of course, go a long way to aid our trade, as they would bring the prices of American machines to the people of these countries down nearer to the level of the prices of their domestic manufacturers, and of the German manufacturers.

WE PAY THE FREIGHT

RUDYARD KIPLING is alleged to have told Clare Sheridan, as she reduced him to clay, how glad he was that heaven had given the gold of this planet to the United States, leaving for England by-products like the soul. This particular arrangement is understood to be entirely satisfactory to Americans, who hope that it may long continue. Of course Americans do sometimes think that our soul includes a good many ships, while their gold looks uncommonly like a poor price for wheat; and it will always be a moot point whether the country which sheds its blood makes as big a sacrifice as the country which prohibits beer. By arithmetic, the average American is 20 per cent. richer than the average Englishman, but as he pays 50 per cent. more for what he buys, he has not at present much margin at the week-end for a soul. No doubt he will buy one—probably an expensive one—as soon as he can afford it.—Truth.

Miss Susanne Koerner shown here on her Evans power cycle, was the only woman rider entered in the six-day motorcycle race at the Berlin motordrome. Thrills aplenty featured the race, with Miss Koerner always among the leaders.

GERMAN motorcycle manufacturers are putting out large 4 and 7 horse power twin cylinder motorcycles, imitations largely of prominent American makes and selling them for from 80,000 to 100,000 marks which is around $45 or $50, only about three times the price of the German bicycle. This is serving to increase the popularity of the motorcycle rapidly.

The two largest motorcycle factories in Germany each has an annual production of 50,000 motorcycles per year while the total annual production of all German motorcycle factories is placed at about 200,000. Of this motorcycle production between 60 and 70 per cent. is for export.

SELLING USED MACHINES

HERE is how one mid-western dealer stimulates the sale of used machines. To begin with, he puts them in good running order for the very good reason that he expects some day to have one of them back on his hands. Then he announces that with every used machine he sells he will give a numbered ticket, and that on a certain date some months in advance the holder of the lucky ticket will be given a brand new machine, latest model, in exchange for his used machine. The hope of getting a new machine for the price of an old one, and having the old one to use in the meantime clinches many a sale. The plan is not over expensive for the dealer as he gets back the used machine when he hands out the new one.

MECHANICAL KINKS

Keeping Battery Charged

If you want your storage battery to deliver lighting current for an all-night run, your daylight mileage should be more than three times your night mileage. Neglect of this is the cause of lights quitting about 2:45 a. m.; just when you are on a strange road and no houses in sight.

Mending Gashed Tire

When a tire has been gashed so badly that patching is impossible, tie the tube tightly with string at the ends of the gash so that it will hold air. Pack in space occupied by the gash with grass, rags or even soft dirt; insert tube and go slowly. This repair has held for surprising distances.

Cleaning Lamp Reflectors

Metal lamp reflectors can be cleaned with Bon Ami or a solution of alcohol and water. Polish after the alcohol solution with silver polish. For glass reflectors, use a dry soft silk handkerchief and watch out for scratches.

Double Patching

If you happen to have a worn casing use a second patch over the first when repairing a puncture. This will prevent chafing and reduce chances of blowing out.

What Motorcycle Clubs *and* Riders Are Doing

ROY ARTLEY TO MARRY

Los Angeles, Cal.—Roy Artley is about to become a benedict. The bride-to-be is Miss Caroline L. Mosbacher, sister of Mrs. Fred Ludlow.

ALZINA ON HIS OWN

San Francisco, Cal.—Hap Alzina has resigned his position with the Pacific Motor Supply Co., and it is reported he will take over the Indian agency at Oakland, Cal.

SCHERER LEAVES BUDELIER

Los Angeles, Cal.—Hap Scherer, who came to the Coast about a year ago to take a position with the Rich Budelier organization, has resigned. He expects to remain on the Coast but has not announced his future plans.

RACES AT COTATI

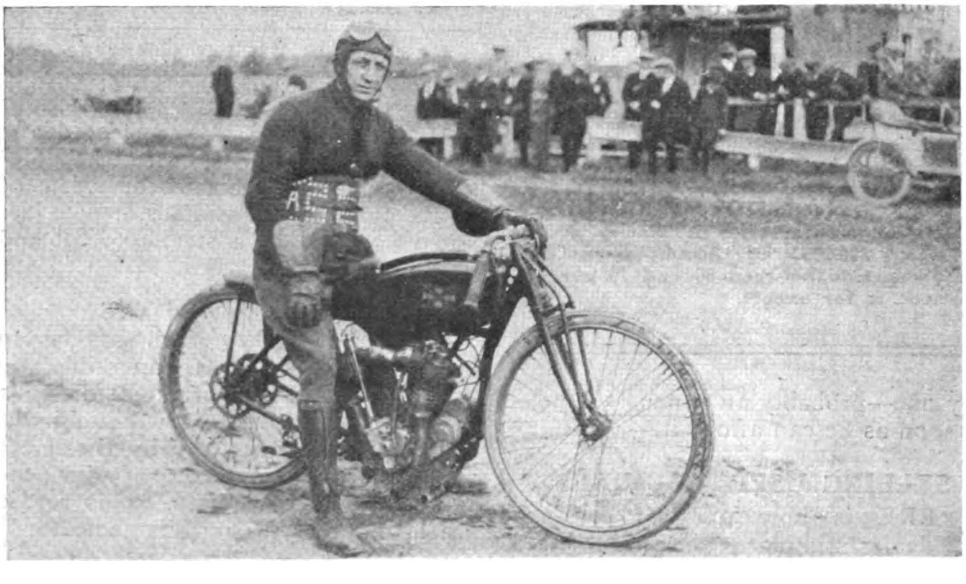
San Francisco, Cal.—Posters are being shown of the Cotati automobile races which take place on October 29. They contain the information that, as an added attraction, some of the motorcycle speed kings will also stage a race, those especially named being Hepburn, Weishaar, Ludlow, Breese and Davis.

SHEARIN REINSTATED

Chicago, Ill.—By majority vote of the Competition Committee, L. D. Shearin, of Atlanta, Ga., has been reinstated as a full fledged registered rider in the Motorcycle & Allied Trades Association. Shearin took part in the unsanctioned race held at Atlanta, Ga., on August 11 and 12 and petitioned the committee on September 7, for reinstatement, stating that he would never take part in anything of this kind again.

WIL-DEL. MYSTERY RUN

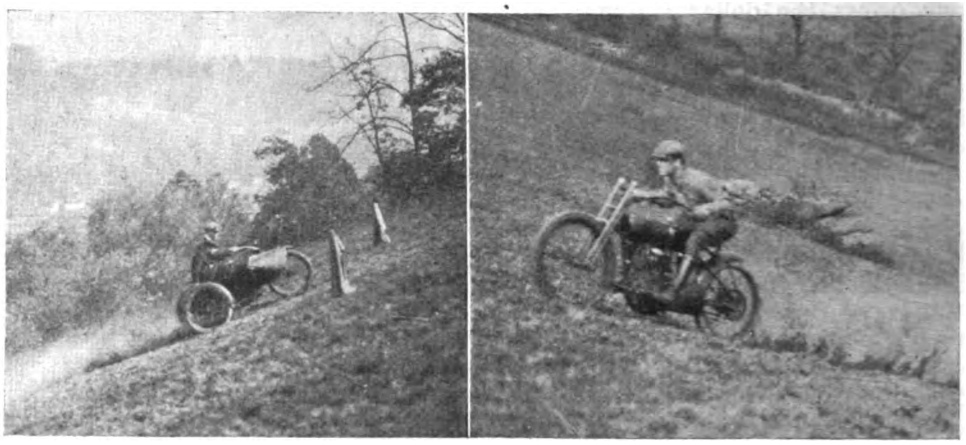
Wilmington, Del.—The Secret Destination Run held by the Wil-Del Motorcycle Association proved a success despite the small entry, evidently due to the threatening weather, only 10 machines participating. The destination was Smalley's Dam, and the route sheet led the riders through Hillcrest, Holly Oak, Foulk Road, Blue Ball, Rockland, Rising Sun, Silverbrook, Elsmere, Richardson Park, Boxwood, Marshallton, Stanton, Christiana, State Road Station, Tybott's Corner, etc. The roundabout way kept the riders in doubt as to where they were going and proved the undoing of all except three, who arrived without opening their envelopes. W. Hambleton arrived in 1¾ hours, closely followed by M. F. Huber in 1 hour, 53 minutes. Charles Sadler arrived in three hours. Hambleton won first honors and this entitles him to a leg on the silver trophy. Huber and Sadler took second and third prizes respectively.



Allow us to present Francis, better known around Dover, N. H., as "Daredevil" Fossa. When there is any racing Fossa is right there. In the races at Dover on October 12, he won the 10-mile New England Championship and nearly lapped the field in doing it. His time was 7 min. 18 sec.

A REAL MOTORCYCLE WEDDING

Brooklyn, N. Y.—Friday evening, October 13, was not considered unlucky by Mr. J. E. Olson and Miss Violet I. Anderson, who picked out this date as the one on which they were to start life as man and wife. With the assistance of the Bay Ridge M. C., of which they are both members, their future life will be one of continual motor rides. At the little Swedish church around the corner a crowd gathered to witness a scene never yet seen in Brooklyn. All the motorcycles were finely decorated with the National colors, and electric lights were very conspicuous in their brilliancy, the boys making their machines as pretty as possible which made a very fine appearance along the Boulevard, and returning to Mr. A. Wennerstrand's home where a fine reception was tendered to the newlyweds. The presents were numerous, among them the cutlery needed for Thanksgiving dinner, a fine carving set and a chest of silver from the club members. After a honeymoon trip to Buffalo and Niagara Falls by motorcycle Mr. and Mrs. Olson will be at home in a nice little nest at 546 55th St., Brooklyn, N. Y.



At the left, Alex Morrison, winner of the sidecar event in Philadelphia hill climb. Right, Keenan, winner of the 80 in. event.

NEW JERSEY CLUB'S LATEST IDEA.

Newark, N. J.—The New Jersey Motorcycle Club will hold a series of trials next month to decide who is champion sidecar driver and solo rider of the organization. The contests will be closed club events and will be devised to bring out the skill and ability of each rider as well as condition of his mount. The events will be acceleration, timed hill climb, slow running, stop and start, economy test and an 88-mile run on a 20-mile-an-hour schedule. The first contest will be held on November 12. So far twenty-two members have signified their intentions of competing. The awards will be silver cups for best performances in each class. A special prize is a silver medal presented to the N. J. M. C. by the Newcastle and District Motorcycle Club of Newcastle, England.

ATLANTA THANKSGIVING RUN

Atlanta, Ga.—The Atlanta bunch is beginning to talk about plans for a sectional endurance run for Thanksgiving Day. The run last year was a great success. Unfortunately a number of the best riders are now on the M. and A. T. A. suspended list for having participated in the unsanctioned 24-hour race promoted some months ago. Some of these have applied for reinstatement and promise to think a little farther ahead the next time they are tempted to enter outlaw competition.

PHILADELPHIA HAS HILL CLIMB

Philadelphia, Penn.—The first Hill-Climbing Contest of the Motorcycle Club of Philadelphia was held on the big slope at Courtley's Farm on Mill Road at West River Drive, near Manayunk, a short distance out of Philadelphia. The slope rises steep for about 370 feet, and afforded a good test for both the power of the motor and the skill of the rider. The novice event went by default because of lack of entries. In the 61-inch professional, Alex Morrison's effort topped the list by going over the top in 11 4-5 seconds, on an Indian; Keenan's Harley-Davidson registered second in 12 flat, and Kniley put his Indian over for third in 12 1-5. The 80-inch solo class brought forth most of the riders who had contested in the preceding event, and was a very close argument, as only one second's time separated first and fifth man when the results were all in. Keenan scored a winning by going up in 11 4-5. Malatesta and Morrison tied at 12 flat, but on the run-off Morrison slowed to 12 4-5, so he had to be satisfied with third money. Kniley got fourth by virtue of 12 2-5. Then they brought out the three-wheelers for the 80-inch sidecar trial. Morrison captured first place by taking an Indian fitted with Flxi Speedster sidecar over the top in 17 seconds. Keenan was close up with a Harley-Davidson combination in 17 1-5, and Malatesta came over for third with another Indian in 18 2-5.

WILMINGTON HILL CLIMB.

Wilmington, Del.—The Wilmington Motorcycle Association is forming plans for the largest hill climb ever held in this part of the country. Clubs from Lancaster, Reading, York, Philadelphia and Baltimore will be asked to participate. The climb will be held on the old Talley Farm, near Smith's Bridge. Sunday, November 12, is the date. More prizes will probably be awarded this year than ever before. This is sanctioned by the Motorcycle and Allied Trades Association. A silver cup will be offered the club having the largest attendance.

SANCTIONS ISSUED

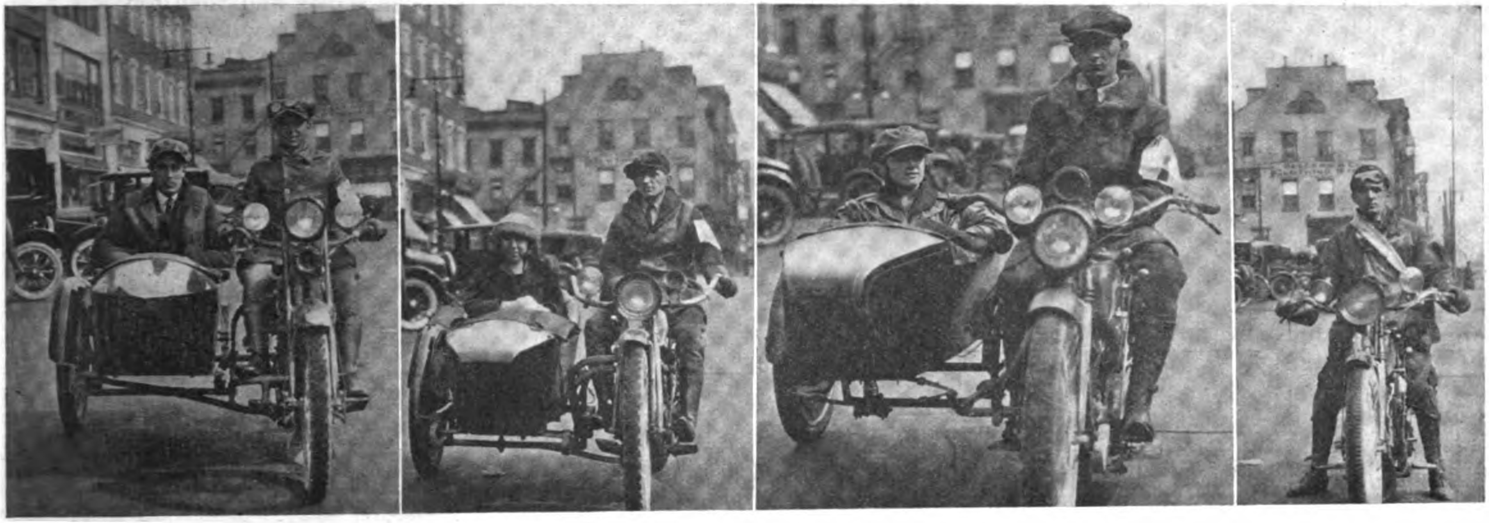
RELIABILITY CONTEST

Nov. 12—Crotona Motorcycle Club, New York City, N. Y. Sanction No. 776.

HILL CLIMBS

Oct. 29—Mr. J. R. Rumberger, Thompsontown, Pa. Sanction No. 777.

Nov. 9—Raleigh Motorcycle Club, Raleigh, N. C. Sanction No. 778.



Some of the contestants in the Reading, M. C. Clover Leaf Run. Left to right—Charlie Montrose, a neat rider. It was his first experience. Harry Heffner, the bard luck man. Skinny Eisenbise, who made a good showing. Ray Kreitz. It was his first endurance run but he looks like a comer.

Clover Leaf Run Brings Out Big Crowd

By Armour Anderson

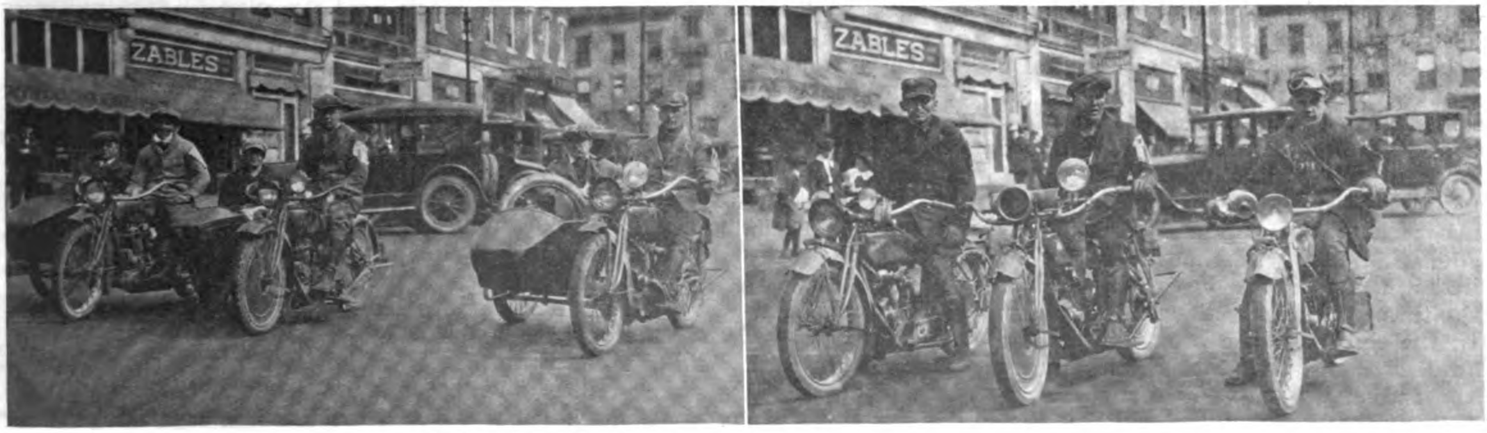
THE combined Twelfth Annual Clover Leaf Run, and the First Annual Reading, Pa., Merchants run held under the auspices of the Reading Motorcycle Club was a success from the word go.

With 42 entries, and 41 finishers it marks the largest entry list that the club has ever had. The fact that 41 finished out of 42 starters does not mean that it was a joy ride. The entire run was over 200 miles, and was run over all back roads. The contestents also had 9 secret controls to watch for, and over one-half of the entries were riders who had never been in an endurance run before. The first leaf was started at 6 o'clock, and was 54 miles long. The riders were due home at 8.45, and then went on the second leaf which was 44 miles. The first rider arrived at the noon control at 11.55. They were given a half hour for dinner. The start was then made for the third leaf which was 102 miles, bringing the mileage up to 200 miles. The running schedule was 20 miles per hour for all contestents. The fact that the club had such a large entry was the combining of the two runs. The Clover Leaf Run is an annual event, but the other was something new.

The Clover Leaf Run is held every year, for several purposes. One is for the purpose of breaking up the ties for the yearly medal. There were 10 men tie this year. Another is for the purpose of getting new members in the club. There are lots of riders who would like to go into an endurance run, but who do not like to be so far from home. By running the Clover Leaf Run in a circle they were at no time more than 35 miles from home. Another reason for the big turnout for this run was the prize list. Hats, belts, shoes, neckties, saving certificates, accident policies, rubber soles, and heels, free treatment in the barber shop, silk shirts, and many others. There were all extra besides the medals which the club awarded.

There were prizes for the highest scores in all classes, and many team prizes. A rider could go into any class that he wanted to. The two social newspapers gave two cups for the run, and all the publicity that the club wanted. The prize committee was headed by Freddy Stierhoff, who drove a two-passenger Harley-Davidson outfit through the run.

People certainly read newspapers, for the checking committee had an awful time to check the riders in at



Left—the high sidecar team in the Reading Clover Leaf Run. Left to right, Arthur Jones, Raymond Schell, Harry Hart. This team is also high for the year and Hart is winner of the annual medal. Right—the Scout team. Left to right, Clarence Seibold, Robert Hart and Horace Fritz. They won the middleweight team prize.

the controls due to the crowd. This run did more to bring the motorcycle before the public than anything ever held by the club. All the contestents had some particular merchant for whom he was riding, and had his sign with him throughout the run. And the merchants were at the noon control to see the contestants checked in, and it was amusing to hear some of the things that they said. Each was waiting for the man who was riding for him. You would think that it was a horse race and that they had a bunch of the mazuma bet on the result. One of the surprising things of this run was the fact that some of the stick-to-the-main-road riders who were in this run were certainly surprised to see that motorcycling can be enjoyed on the back roads as well as on the main roads. Pennsylvania has some beautiful scenery along its back roads, and the riders who stick to the main roads miss most of the joys of motorcycling. There is not much pleasure in traveling the main highways on Sunday as you have to be dodging the road hogs all the time, and the driver of a motorcycle has not much chance to enjoy a trip. George Reinert, 65 years old, says he'll never be too old to do it with a motorcycle. George had charge of the Cleveland team, and the other two members were Chas. Kechel 16, and Claude Mervine 20.

Sol Kulp was again on hand with his Neracar and made an excellent showing. He landed on time at the regular controls, but the nine secret checks got his goat. At that he came with no mechanical trouble and with an average gas consumption of 90 miles to the gallon.

There was also a bunch of the fair sex, holding down the sidecars. Next year when we go after prizes we will try to get some dresses, furs, and other things. Imagine making the highest sidecar score, and then getting a silk dress for your wife.

Following are the official results:

Highest solo score—Ardis Hettinger, 988.

Highest sidecar score and highest score for the run—Harry Hart, Indian, 997; Chas. Karvel, Cleveland, 982.

Highest solo team score—Ardis Hettinger, Henderson, 988; Herman Hommerick, Ex., 983.

Second high solo team score—John Heiter, Harley-Davidson, 980; John Lane, Harley-Davidson, 976; Daniel Reich, Harley-Davidson, 970.

High sidecar team prize—Harry Hart, Indian, 997; Arthur Jones, Indian, 982; Raymond Scholl, 979.

Second high sidecar team score—Fred Bettler, Henderson, 986; Robert Williams, R. S., 972; Pierce Hettinger, R. S., 989.

Third high sidecar team score—R. B. Fritz, Indian, 981; Elmer Rhodes, Indian, 979; Earl Dalton, Indian, 979.

Highest lightweight team score—George Reinert, Cleveland, 938; Claude Mervine, Cleveland, 968; Chas. Karbel, Cleveland, 982.

Highest middleweight team score—Robert Hart, Indian, 985; Clarence Leibold, Indian, 983; Horace Fritz, Indian, 896.

Fourth high sidecar team score—Ed. Newkirch, Henderson, 972; Chas. Brubaker, H. D., 971; Sam Weinder, R. S., 966.

Fifth high sidecar team score—Fred Stierhoff. Harley-Davidson, 967; Raymond Reeser, Harley-Davidson, 964; George Newhouser, 961.

Scott Takes *Two* N. Y. Championships

By R. A. Garrity

LOCKPORT, N. Y., finished its racing season with one of the best race meets pulled on a half-mile track in New York state this year. The first race, a three mile New York State Championship, brought 13 riders to the starting line. After three half-mile heats Earl Reeves, Gambrill Oakes and Verne Squires on Harley-Davidsons and George De Koker and Jimmy Williams on Indians faced the starter for the final. In the second lap Jimmy Williams, the Jamestown flash, jumped to the front with Oakes on his tail. The four valves were certainly percolating. Oakes would jump to the lead in the straightaways and Williams in the turns. Oakes led Williams to the tape with a scant few inches and Squires romped in right behind them. The second solo race brought out the same riders. The eliminations left De Koker, Squires, Reeves, Oakes, Williams and Vitukenic. Reeves who had copped the biggest share of the Labor Day dough was out to get them. Oakes and Williams again started to show them the way but Reeves was so hot on the trail that he forgot he had a button. He broad slided into the turns and broad slided out of them. In the third mile he broke his handle bar. It seems that that Harley motor and Indian frame got into such an argument that they both decided it was the end so it crashed into the fence and there it ended. Reeves picked himself up and brought the mongrel to the starting line. Oakes won.

The third race was a third Oakes victory with Williams chasing him hard, but he lacked just enough soup to get him. Squires after getting away to a bad start pulled a good third. The three mile New York State Championship promised to be a thriller. With Dynamite Scott the T. N. T. boy, Earl Buzzell and Johnny Ubelacher in the lineup, it looked like some race. Scott and that Indian-Flxi were out for blood. We noticed when Buzzell, the five-mile National Champ shot by the line, that his motor was off. Scott jumped to the lead with Buzzy and Ubelacher right on his tail. For two laps it was blood, Scotty, Buzzy and Johnson, all doing their darndest with Scott gradually drawing away. Whi-r-r, and the stand was on its feet. Johnny had passed Buzzell. It didn't take Edgar long though to convince us at the starting line when he stopped that the hard luck jinx had also caught him. A cracked cylinder put him on the fence with Waddy the only real jinx man we know. From then on it was only Scott and Ubelacher.

The five-mile New York State Championship sidecar race ended the same as the three-mile with Frank Ubelacher making his debut and landing third place.

Right here we want to tell George De Koker not to pat Frank on the back the way he did because Frank takes his prizes home and drinks water, when in Lockport.

All in all it sure was a wonderful race meet with eighteen riders and a hand full of spectators, but those who saw the races were well paid.

RACES AT TORONTO

THE Toronto Motorcycle Club struck a balmy day for their Ontario motorcycle championship meet at the Exhibition grounds, Toronto, Saturday, October 21. Two local professional records were smashed by Morris (Steamer) Moffatt, riding a Harley-Davidson racing mount. Moffatt copped the Ontario title by winning all three open professional events, Arnold O'Donnell finishing second each time.

Results

Three-mile amateur, lightweight—1. H. Boniface, Royal Enfield; 2. H. Millett, Cleveland; 3. Milton Hatch, Cleveland. Time 4.41.

Three-mile sidecar, amateurs—1. W. Millet, Henderson; 2. Blackhall, Excelsior; 3. B. Byles, Henderson. Time 3.38.

Three-mile open professional—1. M. Moffatt, Harley-Davidson; 2. A. O'Donnell, Excelsior; 3. W. Butler, Thor. Time 3.23.

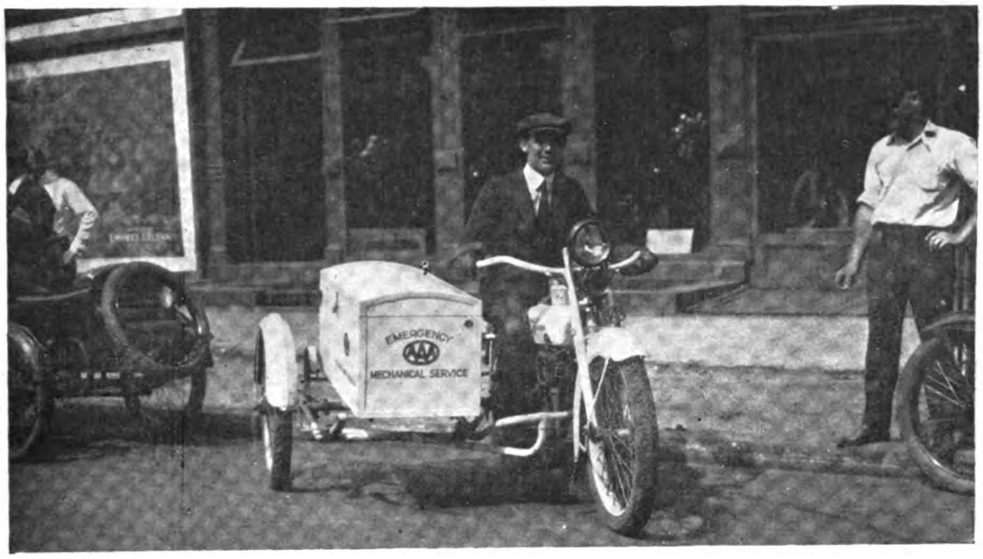
Five-mile sidecar, amateur, private owners—1. W. Colville, Harley-Davidson; 2. B. Williamson, Harley-Davidson; 3. W. McCaul, Harley-Davidson. Time 6.59.

Five-mile open professional—1. Moffatt, Harley-Davidson; 2. O'Donnell, Excelsior; 3. Ed. Friend, Indian. Time 5.37 1-5.

Five-mile sidecar, amateur, open stock—1. W. Millett, Henderson; 2. B. Byles, Henderson; 3. A. Blackhall, Excelsior. Time 6.28.

Five-mile open amateur, solo—1. George Orange, Triumph; 2. A. Blackhall, Excelsior; 3. W. Eardley. Time 6.07 3-5.

10-Mile open professional—1. Moffatt, Harley-Davidson; 2. O'Donnell, Excelsior; 3. Friend, Indian. Time 11.22 2-5.



Victor Brunzelli and his Three A service van

The Trouble Shooter

MOST motorcycle riders give Old Man Trouble just as wide a berth as possible, but Victor Brunzelli goes looking for it. That's his way of making a living, but it's the other fellow's troubles he hunts for.

Victor drives the A. A. A. motorcycle service van, and it is his special business to see that any automobile owner who is a member of the Three A's, and who has trouble on the road, gets fixed up and going as rapidly as possible. It costs the autoist nothing for the service, unless his gratitude is sufficient to induce him to hand Victor a cigar or a greenback, all of which Victor counts as velvet, for he works on a regular salary paid by the association.

He starts out from headquarters at noon each day and scouts around the popular drives in the vicinity of northern New York, literally looking for trouble. Should he come across an autoist who is stalled he immediately volunteers to help get him going. In the evening he reports back to headquarters and remains there subject to call. Should any Three A. member get into trouble on the road he immediately telephones in, tells the nature of his difficulty, if he knows what it is, and Victor hustles out and fixes him up.

"Most of the troubles are simple," says Victor. "Generally it is ignition or carburetor trouble. Something that any experienced repair man can easily locate and fix, but it's the experience that counts, the knowing how. If the drivers knew how, there wouldn't be any job for me. So far I haven't had to have a single machine towed in."

Victor carries in his sidevan a full equipment of tools for any emergency repair work that can be done on the roadside, a big storage battery which may be substituted for the run down battery on a stalled car, and even gasoline, for not infrequently the stalled motorist is in no more serious trouble than an empty fuel tank.

"You meet all classes of people in this work," says Victor. "Generally the ones with the most expensive cars are the most appreciative and those with the cheap cars, who have just scraped enough together to pay the first installment and their Three A dues are the ones who demand the most services.

" 'Hello old top,' says the man with the big car. 'See if you can fix me up.' And when I discover the short circuit and get him going he is profuse with his thanks and even more substantial recognition of the service rendered, but the four flusher acts differently. 'Well, you've been long enough getting here,' he says. 'What do you suppose I pay my dues for, to wait here all night for you?' And when I look over his machine and ask him when he filled the gas tank last, he gets still madder and seems to think it is my fault he didn't know his gas was getting low until the motor stopped 'steen miles from a filling station."

THE trouble service of the Three A's has been established in a number of cities. A number of local automobile clubs also maintain a similar service and in every case it has proven efficient and practicable.

Why isn't there a tip in this for some live wire motorcyclist with automobile repair experience, to establish such a service, either independently or in connection with some garage man.

Many a stalled automobilist would welcome and be glad to pay for emergency help, even so common a service as changing a tire. Only a small percentage of the drivers belong to a club or association maintaining such service. The motorcycle repairman might make a good thing out of patrolling the more frequented roads in the vicinity of any large city.

Service is never refused to a nonmember of the Three A's if Victor comes across one in trouble. It is rendered cheerfully and frequently results in adding a new name to the association membership rolls.

The motorcycle and sidevan was selected for this service in preference to an automobile because of its nobility. It can get through traffic so much easier and faster, that it is considered the more practical vehicle, so no matter how much the man in the Rolls Royce or the flivver may pretend to despise the modest motorcycle there are times when he is mighty glad to see Victor and his white enameled outfit come whizzing down the road.

ALL SAID

———A shopkeeper had in his employ a man so lazy as to be utterly worthless.

One day, his patience exhausted, he discharged him.

"Will you give me a character?" asked the lazy one.

The employer sat down to write a noncommittal letter. His effort resulted as follows:

"The bearer of this letter has worked for me one week and I am satisfied."—London Telegraph.

Reminiscences Gyp

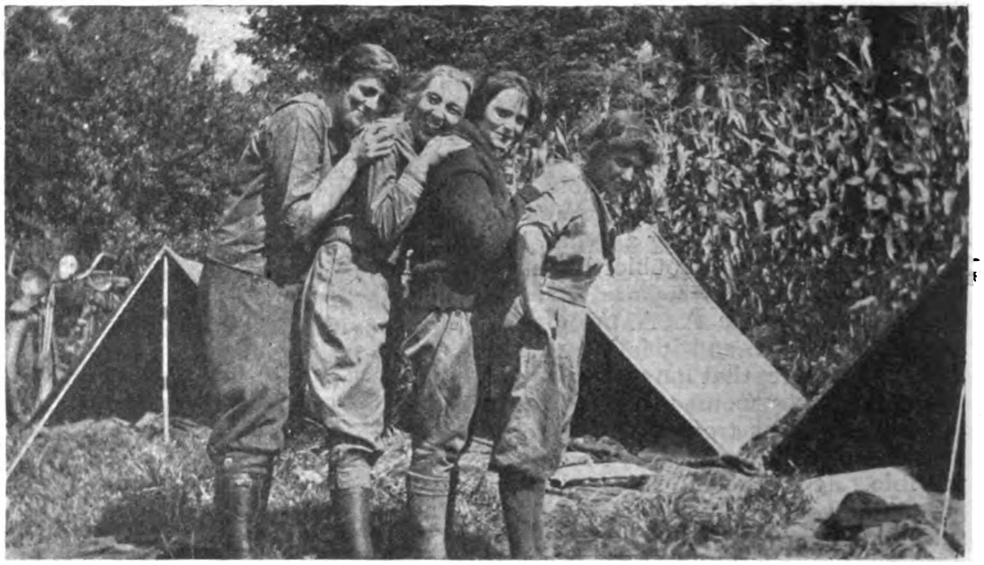
By Mrs. L.

A motorcycle village by the roadsido.

THE call of the open road! Who has not felt that call—the open road ever beckoning on to some new edventure. Such has been our experience. When I say "our," I mean this "motorcycle bunch." We have truly been a bunch of gypsies, traveling from place to place each week-end, camping wherever night overtook us.

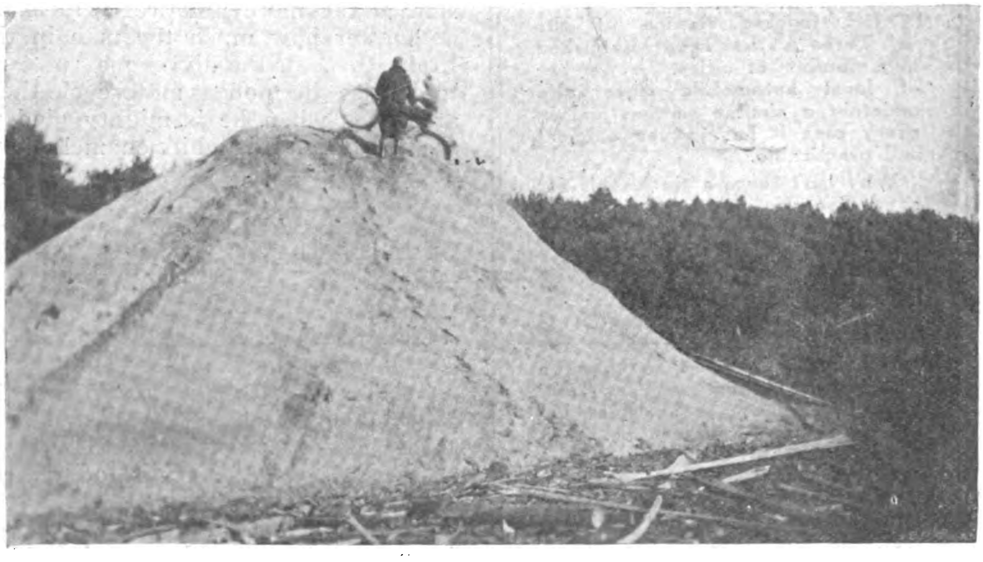
Traveling backwards in memory, to early Spring when the call seemed the loudest, I can hear the bunch talking of what we should do, where we should go the coming summer week-ends. After debating at length and with many "ifs" and "buts" from the doubtful ones, camping trips were decided upon. It was agreed that everyone should equip themselves with army pup tent, blankets, rubber blanket, mess kit and cup. One sidecar outfit to be the leader, also the carrier of supplies, etc. At last everyone was ready and a goodly number of motorcycle gypsies started forth in quest of adventure, thrills, new roads and wholesome fun. Usually it was a case of follow the leader, no one knowing or caring where the route lay.

Leaving cares, worries and business behind, we ventured forth from the home town, Waterbury, Conn., as one big family, sharing everything together.



"Ain't we got fun"

Through the valleys, over the hills, around the curves we went—hitting a moderate pace so that all might enjoy the scenery and beauties of nature. Passing the beautiful homes and estates of the wealthy that are nestled in the hillsides, we were soon in the beautiful Berkshire Hills, pine clad hillsides towered above us, babbling brooks wound in and out along the roadside, sometimes we were traveling along in warm sunshine, and then into cool woodsy shadows, where nothing but the purring motors disturbed the quiet peace of God's majestic hills.



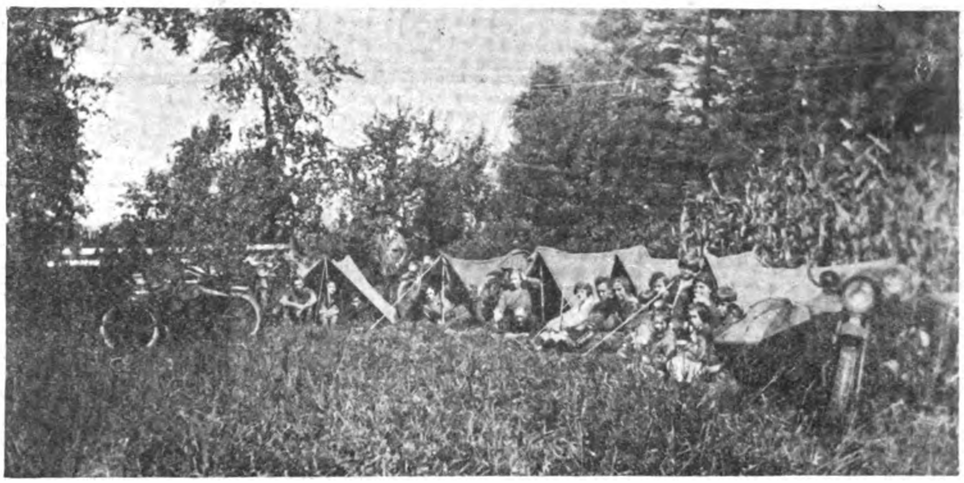
Climbing the sawdust pile.

Slowly the golden sun dropped beyond the hills, leaving the sky flooded with beautiful colors of gold, blue and purple, which finally faded to deep purple and grey—with a warning that it was time to make camp. With much fun and laughter, our circle of tents were soon in place, a snappy campfire burning, and as the last rays of daylight faded into night the motorcycle gypsies gathered around the fire. Supper by the campfire! Only those fortunate enough to have experienced such a pleasure can imagine the treat we had. Plenty of fun, in joke and song—and then peace and quiet in the camp, only broken by the occasional snore of some heavy sleeper.

Early morning—some of the men folks of the party, shivering into their clothes and plunging out into the fog. After some grumbling to the effect that everything was moist, too damp and wet to burn here or hereafter, the hissing snap and sputter grew to a

of Motorcycle ying

. T. Petersen



Waiting for the call to "chow"

cheecy crackle and a pleasant roar. Then the women took possession. Soon a bleary sun peered in upon sizzling bacon and steaming coffee, and climbing higher, began to drive long lanes through the white mist, breaking it into wavering, ragged columns and rolling it back over the hills. A wood fire, sizzling bacon, and steaming coffee and with appetites a millionaire might well envy, we sat down to dine. Oh! man alive, what a feast!

Once more the packs are ready, and with a roar of motors the band is again on the road, long before the auto travelers have awakened from their hotel slumbers. Over the hills and through the valleys we roll, stopping for picture taking, or for a better view of some awe-inspiring scenery. By and by as the sun gets higher and higher we stop at some wayside spring for a refreshing drink of clear, cold, sparkling water that bubbles forth from large gray boulders in the hillside. A picnic lunch under shady trees—more clean wholesome fun and we head our purring steeds homewards.

Preparing the eats

Again memory brings back a picture of the same crowd of begoggled motorcyclists and luggage packed machines starting on a three-day trip. This time we followed the leader as usual, not on a wild goose chase, but over a route that the "missus" has spent time in mapping out, one of historical interest as well as of scenic beauty. Saturday night finds us many miles from home, this time our tent homes were pitched in a school yard grove. Experience has taught us many lessons in camping—one is, be sure you have permission from the land owner before you make camp or else camp on public property. We find school yards in the small unsettled districts as ideal camping sites.

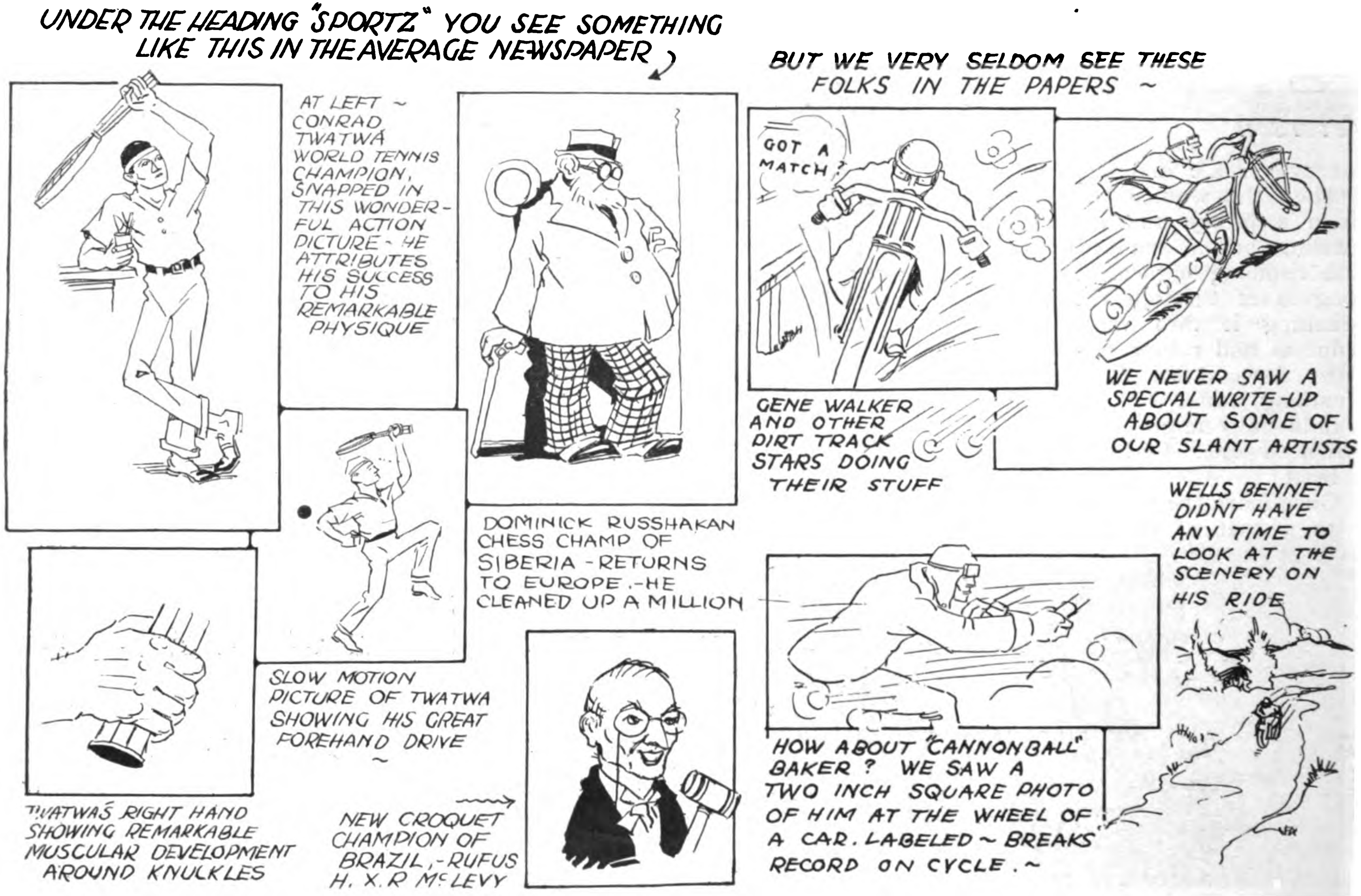
Nights of unbroken slumber, lulled to sleep by laughing wind in the tree tops, breathing of air which is Grade A No. 1, in purity and health giving quality, feeling very fit each morning as we crawl from our tents, no rattle of milk man's bottles in the morning when the slumbers seem the sweetest. Bowing to the rising sun, we were just a rollicking bunch of red-blooded motorcyclists. Crossing the Hudson at Newburg, winding our way over good macadam roads, we stopped for a tour of inspection at West Point. Who can fail to have the creepy shivers of pride, in being an American, when one listens to the martial music of the band and watches the drills of the cadets at retreat?

High on the hill overlooking the Hudson, West Point, that old historical spot—green lawns and campus, grey buildings and forts, here and there monuments of great men, now and then views of the officers' cosy homes, it is truly inspiring.

On through Bear Mountain, past the old Ft. Montgomery, still owned by the Government, but long past use, but of historical interest, we traveled on over Storm King Mountain, a trip filled with awe and plenty of thrills. Towering mountains high on one side,

This is the life

WILL SOMEONE PLEASE EXPLAIN THIS ?


UNDER THE HEADING "SPORTZ" YOU SEE SOMETHING LIKE THIS IN THE AVERAGE NEWSPAPER
BUT WE VERY SELDOM SEE THESE FOLKS IN THE PAPERS ~
AT LEFT ~ CONRAD TWATWA WORLD TENNIS CHAMPION, SNAPPED IN THIS WONDERFUL ACTION PICTURE ~ HE ATTRIBUTES HIS SUCCESS TO HIS REMARKABLE PHYSIQUE
DOMINICK RUSSHAKAN CHESS CHAMP OF SIBERIA - RETURNS TO EUROPE .- HE CLEANED UP A MILLION
SLOW MOTION PICTURE OF TWATWA SHOWING HIS GREAT FOREHAND DRIVE
TWATWA'S RIGHT HAND SHOWING REMARKABLE MUSCULAR DEVELOPMENT AROUND KNUCKLES
NEW CROQUET CHAMPION OF BRAZIL,- RUFUS H. X. R. McLEVY
GOT A MATCH ?
GENE WALKER AND OTHER DIRT TRACK STARS DOING THEIR STUFF
WE NEVER SAW A SPECIAL WRITE-UP ABOUT SOME OF OUR SLANT ARTISTS
WELLS BENNET DIDN'T HAVE ANY TIME TO LOOK AT THE SCENERY ON HIS RIDE
HOW ABOUT "CANNONBALL" BAKER ? WE SAW A TWO INCH SQUARE PHOTO OF HIM AT THE WHEEL OF A CAR. LABELED ~ BREAKS RECORD ON CYCLE .~

the beautiful Hudson on the other, the motorcycle gypsies wound their way on over the beautiful highways of New York State.

Our second night in camp, a beautiful moonlight night, with katydids singing a solemn lullaby. Just when everyone was sleeping the sweetest thunder rolled ominously. I began to wonder why we had not ditched the tents, how much of a heavy rain would spray through single light canvas, would the motors ever start after that drenching—while all the time my partner slept like a kitten in the sun and only when the rapid drip-drip-drip on the canvas sent through a fine cold spray did she arouse enough to inform me she had left her clothing rolled up under a sidecar because it was moonlight when she turned in. With two long reaches and a mighty grab did I rescue the clothing. What a grand and glorious feeling when said partner found that her clothes were only damp.

It was rather a damp, bedraggled bunch of good sports that reported for mess that A. M. However, our spirits were not dampened, and pretty soon we were again on the road, looking for adventure. The glories of the palisades and the gorgeous cliffs at Englewood, N. J. fade as we again cross the Hudson and arrive in dear old New York town. One hundred miles are soon covered and again we are back to home sweet home at midnight.

On another one of our trips we had in our party one who had brought a surprise, his radio outfit equipped with an amplifier. One after another of those present sat down on the ground before the instrument, for all the world like some strange pagans worshipping a mechanical-looking god. What a wonderful thing! Actually sitting there on the grass, miles away from the cities and listening to operatic selections, a band playing a march, a bed-time story, the baseball scores, market news and weather reports.

We all await another summer, when we can again become nomads, commune with Mother Nature and mingle in those beauty spots where—

"The cares that infest the day—
Fold their tents like the Arabs,
and as silently steal away."

NON-STOP CONTEST ENDS A TIE

SURPASSING their very creditable performances in the 1921 event of the same style of competition, Otis Hackett, on a Cleveland, and Orvil Healton, riding Excelsior, divided top honors at the conclusion of the second annual non-motor-stop contest of the Orange County Motorcycle Club. Originally scheduled to run 30 hours consecutively, with the hope of avoiding any tie scores, the contest was called at 24½ hours, with two riders still running on even terms. The other nine starters had gone out of action, two of them shutting off when they had disposed of their class rivals and were adjudged winners.

Hackett and Healton covered 49 laps of the 10½-mile circuit which constituted the official course, rolling up a mileage of 514½ miles. Last year Healton retired at 390 miles and Hackett at 230.

This year's schedule was 21 miles an hour, bringing the riders around the course once every 30 minutes.

Sidecar Class

Driver	Machine	Laps Run	Cause of Retirement
B. Hanford	Henderson-SC	1	Lost course
D. Dorsten	Scout-SC	7	Out of gas
C. M. Shook	Indian-SC	8	Winner

Novice Solo Class

Driver	Machine	Laps Run	Cause of Retirement
L. Wright	Har.-Dav.	6	Spilled
C. Dorsten	Neracar	5	Fouled plug
A. Starr	Henderson	14	Eye trouble
A. Fournier	Henderson	15	Winner

Expert Solo Class

Driver	Machine	Laps Run	Cause of Retirement
F. Clark	Ace	9	Stall. in con.
H. Skaggs	Har.-Dav.	11	Injured wrist
O. E. Hackett	Cleveland	49	Tied to win
O. Healton	Excelsior	49	Tied to win

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Carburetor Troubles

(1)—My friend and I each have Indian twins fitted with Schebler De Luxe carburetors. The motors start nicely from cold, but after warming up and running awhile, if we stop the motors they take quite a few minutes to start. What is the trouble?

(2)—I have a 1922 72-cu. in. Indian fitted with the De Luxe Schebler carburetor; up to 30 miles per hour it pulls O. K., but at higher speeds (more throttle) the motor misses. Going up hill it takes all the gas and pulls finely. Have cut down on the gas and given more air, but this does not make things better. Please advise me.

Rutland, Vt. C. W. G.

Answer

(1)—The carburetor is out of adjustment, probably on the high speed side. Carbon in the cylinders and poor or incorrect oil may also contribute to this hard starting when warm. Was this type of carburetor fitted to the motor when you got it, or did you have it fitted afterward. If so, apply to your local dealer, or to the Hendee Engineering Department. It does not follow that any carburetor will operate properly on all motors of the same type; each motor should have a carburetor properly adjusted to it. When a private owner puts on a new carburetor, he should make sure that the dealer or carburetor man has adjusted it to his motor. Also, see that the compression is good (no leaks). Close the air intake to effect easier starting, meanwhile.

(2)—If the carburetor is clean, good fuel used, little or no carbon in the cylinders and the oil is correct, the trouble should be corrected by means of the high speed needle-valve. If this cannot be done under the conditions referred to, we recommend getting into touch with the Engineering Department of the Hendee Mfg. Co. at Springfield, Mass.

Buy Standard Make

(1)—Would you advise me about purchasing a motorcycle of any of the following makes: Sears-Roebuck, Crawford and Eagle. I desire a powerful machine for sidecar work and can get any of these very cheap.

Grand Island, Neb. J. K. J.

Answer

(1)—We advise you not to purchase any of them. Get a new or rebuilt (and guaranteed) machine of standard make, such as the Indian, Harley-Davidson or Reading-Standard. You must expect to pay at least $180 for a good rebuilt machine; if you pay less or purchase one of "orphan" make it may prove very costly when repairs or spare parts are needed.

BOOMING WINTER BUSINESS

FIRST prize in the Wheeler-Schebler contest for the best letter on how a dealer can make money in the winter has been awarded to Ray E. Garner. His letter follows:

"Due to the fact that I have to pay rent in the winter as well as in the summer, and on top of that I have to buy coal, I find that I am going to have to plan a busy winter to keep business up to a point where I can do all this and still make money.

"In the first place I am going to try and keep all the riders riding all winter. I am going to ride myself as an incentive for the rest of them. I am going to have a few runs during the winter and to get the riders to attend these runs I am going to give them an oyster supper or some other kind of a supper. This, of course, will be at the end of the run. I will plan a series of runs which will keep the riders going all winter. I will give an appropriate souvenir to each rider that turns out on a run and to the rider who has the best attendance next spring I will give a good prize.

"By keeping the riders riding all winter I will be able to sell a lot of riding clothes and will also be able to do some accessory business. This of course means money on the profit side of the ledger. I will plan holiday doings at my store and will have especially attractive window decorations to conform with the particular holiday. Think of the number of different window displays that I can have with such days as Thanksgiving, Xmas, New Year's, Lincoln's Birthday, Washington's Birthday and Easter. These six holidays alone will give me a chance to fix up six beautiful windows.

"I will also keep up my newspaper advertising to a certain extent and I will send circular letters to my entire mailing list urging the riders who are not riding to bring in their machines and have them looked over. My shop force will not be any too busy so I can offer the riders a special price inducement. This will help to keep my shop busy where it would otherwise be idle.

"I will not neglect my bicycle business because of cold weather but will keep up active bicycle campaign in an attempt to sell bicycles for Xmas presents. My store will be looking spick and span every minute of the time, for I am going to make an especial appeal to mothers to bring in their children that I may sell them bicycles.

"I will not be satisfied to make just one sale but will ask every person who buys if there is not something else that I can show them. I will have a bargain counter so that I can get rid of any dead stock that I may have on my shelves. I may run this every day or I may set aside one day of each week for bargain day. I will instruct my clerks to be courteous to each and every customer that enters my store. I will practice what I preach. By doing all of the above I feel that I will make money all winter, and when spring comes I will be ready to go, on a bigger season than ever, for my decks will be cleared for action. I will feel more like working for I will know that I have made money all winter."

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

His Honor: "How fast were you riding?"

His Dishonor: "Fifty per, yer honor."

H. H.: "Ah-hah! You admit that you were scorching?"

H. D.: "Yep, your honor, I propose to sell my motorcycle on the evidence brought out in this case."

A friend told us he was detouring last week.

We Stick to This Story

Jim's wife needed a tin can, so she commandeered the one Jim keeps his oil in. Its contents she poured into a jug and placed same in the cellar. Comes Jim into the story.

"Where's my oil?"

"In the cellar, in a jug. I needed the can."

Jim finds the jug on the preserve shelf and loads his oil tank. A few blocks down the street his motorcycle stops dead and refuses to respond to all the kinks we are told to use by the instruction books. Jim pushes her back home and removes the cylinders. Nice taffy. At the same time Jim's wife is spoiling a nice cake mixture by pouring oil into it. That's no place to put oil—in a molasses jug.

Names' Club News

Val U. Simmer and Joe Kettle seem to be the closest of friends, nearly always seen and heard together, as are also Virgil Cooke and E. S. Frye. In the club house grove you can frequently see Grover Ash and Walter Birch.

A Cursory Rhyme

Hy Diddle-Diddle
Was fat in the middle,
So he bought a bike to reduce.
He rode and he rode around
Till he gained nigh fifty pound,
But he wore the bike down;
It lost ten pound.
Now, to be sure, ain't that the deuce?

Gunnery Practice

Wells Bennett was right behind "Cannonball" Baker on the cross country record ride.

We'll christen him "Gunner," 'cause he urged the "Cannonball" forward to the bullseye.

Getting the Most Out of Holiday Bicycle Business

NOW that the holiday season is approaching, how can the bicycle dealer cash in on the bicycle business?

There will be millions of dollars spent for Christmas presents.

How much of that can the bicycle dealer secure as his share?

That is the big question that is uppermost in the mind of the dealer.

The bicycle makes an ideal gift for Christmas both for boys and girls. This is the season when many bicycles are purchased by fond parents for their children. If they do not buy at once the fathers and mothers will at least place an order for a bicycle, or become a very live prospect.

The live dealer will go among the children of the neighborhood schools to make his appeal, or get the children to make the appeal to the parents.

It is not too late to start a Christmas club. Secure an initial deposit from the boys, girls or the parents, and when Christmas time comes around they will have paid enough on the bicycle to insure delivery. The balance can be paid in easy payments as the dealer may decide.

Start to decorate the windows of your store so that they carry an appeal that is hard to resist. It is said that: "A bicycle is the birthright of every American boy." Why not make that slogan fit your business and make it the birthright of every girl, too?

Make your windows have a "Christmassy" look about them. Put in the usual Christmas tree with Santa Claus and everything else that goes to appeal to the children and the parents.

The Dennison Manufacturing Company have sketches to fit almost any occasion and holiday. They can give you all the necessary data for the asking. Other companies will probably do likewise. The Cycle Trades of America will also help you if you address them at 35 Warren street, New York City.

It is not too late, either, to dress your window up for Thanksgiving Day. A harvest setting with the corn stalks and pumpkins makes an ideal window for Thanksgiving Day. At hardly any outlay the dealer can dress up his window for any holiday. It is the attractive windows that draw business to the store. Why not try that now, both for Thanksgiving Day and for the Christmas holidays? It will mean more business for you.

HOLD A KIDDIE KARNIVAL

THE Hudson Dispatch, of Union Hill, N. J., conducted a carnival for children on the Hudson County Boulevard on Saturday afternoon, October 21. There were thousands of children and grown-ups that turned out for the "Kiddie Karnival" and hundreds of children entered in the numerous competitive events.

There were races for children with kiddie kars and toy automobiles, and races for small wheel scooters, velocipedes and tricycles, a separate race in each class being for the girls and another one for the boys, while it was seen that some boys were expert in handling the various "steeds" they did not have much advantage over the girls, some of the fair sex being real "champs."

Then there were foot races for boys and girls and roller skating events as well, the program winding up with a half-mile scratch race and a similar event at two miles. The summaries of the bicycle events follow:

Half-Mile—Won by Charles Huetch; second, Grover Hahn; third, Pierre Van Wyk; fourth, Harry Callen; fifth, Aloysius Walsh; sixth, Edgar Bradley; seventh, James Kelly; eighth, Michael Marchesano. Fifteen started.

Two-Mile—Won by Frances Connell; second, Herman Weiner; third, Bernard Neilsen; fourth, George Welsek; fifth, Edward Rubin; sixth, Harold Fallon; seventh, Charles Clark. Sixteen started.

BUFFALO OPENS 1922 SEASON

THE Winter season of racing in Buffalo, N. Y., was ushered in by the Falcon Athletic Association on Thursday, October 19, at the Broadway Auditorium. The feature was to have been a pursuit race between Elmer Bundt and Ignatius Gronkowski, but it ended in a "fliv." Gronkowski fell the first time after going four laps and also fell after going a lap on the restart. Another start was given, but Bundt passed him in a few laps.

Summaries:

One-Mile Handicap—Won by C. Mozolf, 65 yards; second, E. W. Truckenport, 80 yards; third, M. Mozolf, 35 yards; fourth, W. H. Showmaker, 35 yards. Time, 2:25 2/5.

Two-Mile Open—Won by C. Mozolf; second, A. Miller; third, E. W. Truckenport; fourth, Elmer Bundt. Time, 5:32 2/5.

GOOD FIELD FOR B. V. W. RACE

A GOOD field has been entered in the two-hour team race that is to be conducted by the Bay View Wheelmen on the Weequahic Park half-mile dirt track on Sunday, October 29, under sanction of the Amateur Bicycle League of America.

Carl Hambacher, who won the A. B. L. title race at Atlantic City, will ride with his brother Otto. Newark and New York amateurs will make up the field and about 25 teams are expected to start. Race will start at 2 p. m. sharp.

"No Man's Land for the Women." Fair sex and their political party plan to do without the mere men, so they even hire girls for messengers. The edict has gone out from the headquarters in Washington. From president to messengers the members of the staff must be feminine. Photo shows Julia Obear in the role of a messenger to take off in a mission of haste, and Julia is some "bear" on the wheel.

Syracuse Has a Bicycle Week

CO-OPERATING with Fred St. Onge, the Cycle Trades of America booster, the Syracuse, N. Y., Journal repeated the cycling week of two years ago. A bicycle parade was held and it went over big, the turnout winding up on October 14. The local bicycle dealers, of whom there are eleven, and the United States Rubber Co., helped in putting over the celebration.

For seven days the Journal played up the big cycling activities with front page reading matter coupled with eight column headlines. In addition to the prizes which were offered for decorated wheels, comic fellows, oldest riders, youngest riders and neat lady riders the Journal contributed a large silver cup to the school with the greatest number of riders in line.

Montgomery street in the heart of the city was completely blocked off to allow the assembling of the riders and a band concert was given here for a half-hour before the start of the big parade. The band which was furnished at the expense of the Journal and headed the parade mounted on the United States Tire Co. truck, which was loaned for this occasion.

Fifteen riders on Neracars assisted the motorcycle police of the city in patrolling the route of the parading cyclists. After covering the principal streets of the downtown district the parade headed for Kirk Park, where on the tennis courts awards were made for the various classes in the parade. J. P. Potter, who two years ago won first prize for being the oldest rider, again carried off the honors in this class. Mr. Potter is now 79 years old he recently rode in the Buffalo celebration and this event today, is the third he has been in with St. Onge.

Rain for the first three days of the week followed by cold and wind on Thursday were a severe handicap to St. Onge and the usual visits to schools and riding activities were lost thereby otherwise there might have been a record-breaking parade to record here as Syracuse is a fine city for cycling, in spite of the bad weather enough enthusiasm was created to bring out over 200 riders.

A. H. MacGraw, Jas. Fynmore, Inc., Olmstead Co., Wm. H. Spalding Co., Andrews Sporting Goods Co., I. M. Hurwitz, Louis Lisson, W. A Doubleday, I. A. Shopiro, Knowlands Sporting & Athletic Goods Co. and the Clinton Bicycle Co., contributed some valuable prizes which included a Columbia bicycle and also paid for a full page of advertising in the Journal.

H. P. Fanning, of the Morrow Co.; R. O. Recknagle and J. L. Hancock, of the Corbin Co.; A. C. Fritz, of the Perlman Cycle Co., Rochester, and James Valdare were among the visiting trade people on the week and were very active in the festivities along the route and at Kirk Park. St. Onge gave his usual demonstration at the park where several hundred people had gathered to witness the events. A concert by the band enlivened the park demonstration. The whole affair was voted a grand success and St. Onge was given an invitation by the dealers and the Syracuse Journal to return in the Spring of 1923 for another carnival.

DALLAS IN SHERMAN PARADE

AS the result an invitation of the bicycle dealers of Sherman, Texas, the Busy Boys' Bicycle Club, of Dallas, sent three decorated bicycles as its part in the parade that marked the opening of the Red River Valley Fair. The trip of sixty-four miles from Dallas to Sherman was made in a little over two hours. Due to the fact that the trip was made in only one car, it was necessary to replace various parts of the decorations at the completion of the trip, as the strong wind encountered on the trip blew off some of the crepe paper.

Orrin Pilky, used the club colors of blue and gold in his decorations, while the other two wheels were decorated with various other colors, as well as the club colors. The parade was a success, and everything went off well. Over 60 decorated bicycles participated in it, as well as bands, cavalry troops, decorated floats, the city service departments, and various farm implements, and devices. There was a large crowd present along the line of march, and the decorated bicycles created much admiration among the spectators.

A committee appointed by the Chamber of Commerce made the plans for the parade, and due to the success of a parade held during the National Bicycle Week, it was especially anxious to have a bicycle section in the parade. Mr. Harrison, a Sherman bicycle dealer, directed the bicycle section in a masterful manner.

The invitation to attend the parade was received just before the last club meeting that came a week before the event. The members of the club decorated the wheels and prepared them for the trip. Those who made the trip are: Mrs. Harry Shuett, club sponsor, John Baies, Orrin Pilky, Oliver Austin, and John Kennedy. Those who entered decorated wheels are: Orrin Pilky, Oliver Austin, and John Kennedy.

Indian Summer.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE Century Road Club Association, New York Division, are now located at 2033 Fifth avenue, between 125th and 126th streets.

* * *

Percy Lawrence, who announced his Madame Patti from the cycling game, left to go to his home in San Francisco this week. Percy and his family hit the Westward trail on Monday. "P. O." has the best wishes of all his old racing competitors and his many friends in the game.

* * *

Ernest Ohrt, the San Francisco cyclist, writes from Germany saying that the stork called at his hotel on October 1 and left a ten-pound girl. Mother and daughter, who has been named Constance Irene, are doing great, Ernie says. Ohrt expects to stay in Germany until November 15 and then move down to Nice, France, where he will spend the Winter.

* * *

Flat floor races will be conducted by the Fifth Company, 13th Regiment, at the latter's armory in the next two weeks. On December 9 the Masonic lodges of Brooklyn, will conduct a program of bicycle events at the same armory. The card includes a one-mile championship, a miss-and-out race, a ten-mile team race and a pursuit race between youngsters.

* * *

A writer in the Home News, a New York semi-weekly, has a few words to say on the post-entry evil at the New York Velodrome. He states that the fan at the track is puzzled by a number of the rules that are in effect, but states that when the announcer gives out a rider's number in broadcasting the result of a race, and then, giving his name, announces that he is not on the program, it confuses the public. There are times that a rider may have entered the race or races in question and his name has been by error left off the program. If the promoters would curb riders coming in at the last minute to enter a race it would make it much easier for the clerk of course, the handicapper and the starter.

* * *

A six-day race in Montreal was almost an assured thing from November 11 to 18, until the New York promoters took a trip up there to inspect the building. George Young was to have run the race with the Cycle Racing Association helping him, but after Mr. Young and John M. Chapman, manager of the New York and Newark Velodromes, landed there they decided that the arena, where the race was to be held, was too small, so the event was cancelled. Chapman took a train from Montreal to Chicago, but Young, after inspecting the other 56 brands of Scotch and ale, came home to New York. George said it was the first time in a long while that he was able to lift one without feeling as though he was busting a law all to smithereens.

* * *

Jack Neville, the trainer, has a suggestion that might be taken up and given much consideration. Following Worth Mitten's departure for the Chicago six-day race with nine riders over the highways, Jack thought that the promoters of the Chicago race might possibly run a relay race to Chicago from Newark or New York, using the riders that are to be competitors in the six-day race. With 15 teams in the race and a total distance of approximately 1,000 miles the distance to be covered by each relay would not be too much for the riders. According to Neville's plan two riders would leave Newark and go to Trenton, then two others would go an equal distance and so on to Chicago. And no one thinks the riders would object if they were paid an extra portion of money. That might bust up Neville's plan to smithereens if the riders seek more divvy.

* * *

Amateur cyclists in Buffalo and the Metropolitan District will now have plenty of flat floor racing to keep them busy. The season in the Metropolitan District started Saturday night, October 21, at the 13th Regiment Armory, when a set of cycle races were conducted by the Masons. The season in Buffalo was ushered in last week with a meet by the Falcon Athletic Association at the Broadway Auditorium. The feature of the Buffalo meeting was to have been a pursuit race between Ignatius Gronkowski and Elmer Bundt, but the race only went four laps when Gronkowski fell. Bundt refused to accept the victory under the circumstances and the race was started again, but Gronkowski again fell after going a lap. Again the race was started and Bundt passed Gronkowski after going a few laps, the latter being afraid of the small track. The Brooklyn races furnished some good competition and from the looks of it the Metropolitan amateurs will have plenty of competition.

* * *

One of the feature sprint races of the Parisian season that is run in the Fall is the Grand Prize of the U. V. F., named after the Unione Velocipedique de France, the governing body in that country. The first race was run back in 1894 and Arthur A. Zimmerman, the great American sprinter, won with the late George Banker, of Pittsburgh, second. Banker won it the following year. Among the winners of that event can be found Walter Rutt, Germany; Thorwald Ellegaard, the Dane; Gabriel Poulain, Emil Friol and Ludovic Morin, France, and Tommaselli and Caesar Moretti, Italy. Bob Spears, the Australian sprinter, added his name to the list when on October 8 he won from Moretti, Peter Moeskops, Holland, and "Bill" Bailey, England. In the amateur Grand Prize of the U. V. F., Maurice Peeters, Holland, champion of the world in 1920, won from Bellivier, Cugnot and Vazairac, all Frenchmen. The same day a meet was run at the Velodrome Parc des Princes, just outside of Paris, and the feature was a 100-kilometer (62.13 miles) paced race called the Grand Prize of Boulogne. Daniel Lavalade, who raced in America, won in 1:36:11 1/5 with Emil Aerts, Belgium; Paul Guignard, France; Gustav Ganay, France; Henry Wynsdau, Belgium; Victor Linart, Belgium, Fernand Larrue, France; Leon Vanderstuyft, the Belgian holder of the world's paced title, and Andre Juby, France, finishing as named. In a sprint match at the Parc des Princes Gabriel Poulain, France, defeated his countryman, Michard.

* * *

When the National Cycling Association met last week it was agreed that a Board of Appeals should be made up of Chairman Frank Kramer, a representative of the racing cyclists and a third party to be named by Chairman Kramer and the riders' representative. Howard B. Freeman, a former racing cyclist, cartoonist and newspaper man, was selected by Kramer and Corry, who represented the cyclists. The first meeting of the Board of Appeals was held last week and the case of Kramer, who as referee, disqualifying Alfred Grenda and Reggie McNamara and Fred Hill and Ray Eaton in a team race at the Newark Velodrome, was taken up. After hearing both sides of the case, that of Kramer and that of the racing cyclists, the board upheld Kramer and the cyclists will lose the money in that race. It is only natural to expect under the circumstances that Frank Kramer as chairman of the N. C. A. must uphold decisions made by Kramer as a referee. It is a situation that has developed since Frank decided to referee. Now it is said that Frank will suggest at the next meeting of the organization that a disinterested Board of Appeals be made up of three members, so that there will be no cause of complaint. I only saw Kramer referee at one meet, but his work was O. K. on that occasion and as the Board of Appeals upheld him in the case of Grenda, McNamara, Hill and Eaton, it would appear that he was right in that case, too. When I asked him if he thought he was right after the team race in question Kramer stated that he would not have acted the way he did unless he thought he was. A referee's job is a thankless one, but if Kramer acts when he believes he is right he is going to eliminate some of the evils that have sprung up in cycle racing of late.

Carl Stockholm, the Chicago professional sprinter, who is entered in the Windy City six-day race.

Mitten's Troupe Hits Chicago

WORTH MITTEN with his troupe of six-day racing cyclists completed his overland trip to Chicago, the Davenport lad and seven of his nine charges arriving by bicycle, Tuesday, October 24, while Bobby Walthour, Jr., and Fred Spencer, Plainfield, deserted the party at South Bend, Ind., and took the train for Chicago, arriving Monday night, October 23. The New Southern Hotel, where the riders are "camping" has been an armed camp. Walthour and Spencer against the crowd with bad feeling on account of the desertion.

In the party that finished the trip by bicycle were Willie Grimm, amateur champion in 1922; Sam Gastman, Newark; Tom Bello and Larry Gaffney, Brooklyn; Anthony Beckman, Secaucus, N. J.; Charles Jaeger, Newark, and Felix Patti, of New York.

The caravan of trainers that departed from New York on Thursday, October 19, arrived in Chicago on Sunday night. In the party were Charley Stein, Frank Keenan, Jack Neville, Eddie Lamson and Fritz Andre, who is better known as "Fritz from the Walthour." The party of trainers were delayed 36 hours by a broken crank case, but in spite of that did the trip in 48 hours of actual driving. Fritz Andre said they had an awful time crossing the "Alligator" Mountains.

At McConnelsburg, Pa., Mitten and his troupe stopped. Mitten wrote as follows: "Well, we are in a very small town in a valley. Have just come over the biggest mountain on the trip. Climbed 4½ miles up, what appeared to be a wall to some of the boys. The boys pushed and walked their legs off. All of them are very pluckily battling it out. Looks like the "jams" are over for the time being. I now ride the tail end and pick up accidents and pull them out. It is the only way I can know where they are.

"Walthour is now in dining room playing mouth organ. The two waitresses are getting plenty of dancing. Tom Bello and Sam Gastman are continuing with their comedy. Bello is watching the eagles soar over the mountains. Asked if they were horse flies and seemed to be in earnest, too. Beckman turned on the gas last night in trying to turn off electric light. Bello smelled the gas in time to avoid a possible disaster. It is now raining very hard, but hope to get away early tomorrow morning, October 17, with Pittsburgh our aim tomorrow night. Boys look great, dirty and tanned, and it is doing them a lot of good. This is Patti's first trip out of New York and his eyes are out a mile. He never saw a real hill before and was at first afraid to ride down them. The boys are all strong and should be good in Chicago."

Pittsburgh was not reached on the night of the 17th as the party was forced to stop at Stoyestown, about 50 miles or so east of Pittsburgh. Mitten says the troupe hit terrible going, but that they gamed it through and look to be in good shape. Little "jamming" was indulged in at that time, but a rough house or two was on tap at the hotel. Mitten adds that they are hard to handle, but a few more mountains will tame them. Gastman and Grimm have developed into good road riders. That morning they were forced to ride in the rain for part of the way. Cold weather was also encountered through the Pennsylvania mountains, but as the riders had plenty of clothing they made out all right.

The troupe made Pittsburgh on October 18 and continued on into Ohio. They stopped at Minerva, Ohio, on October 19, having reached a point 89 miles west of Pittsburgh. Some delay was caused by what proved to be the worst accident on the trip. Going down a big dirt hill Bello broke his handlebar and six of the party went down. A blacksmith fixed him up with wire and the party continued in about two hours. Mitten bulletins: "The boys are the best conditioned group I have ever seen. Everybody took a crack at Beckman the night previous. Sure was tough on me. We are now 15 miles from Canton with weather perfect. We will sure tear along."

On Friday, October 20, Mitten and his crew had reached Mansfield, O. The boys were tired at this point as they had hit some very heavy roads, but in spite of that they continued to "jam" on the way. They are all in fine shape and Mitten says that with a few days' rest in Chicago they will take some beating. Considerable tire trouble has been encountered, but the trouble is soon fixed up and they are on their way. Wheels are holding up

PAINTS, OILS, WALL PAPER
CO.

Mitten and his party of road riders at the start of their ride to Chicago. Upper, with their wheels, left to right, Walthour, Grimm, Mitten, Spencer, Gastman and Jaeger; lower, left to right, Gaffney, Mitten, Beckman, Spencer, Gastman, Jaeger and Grimm. They looked neat at the start.

fine. Weather was ideal on Friday and "Mitt" says that the cows and pigs were all glad to see the party. The dogs are bewildered. By the time they get to chasing them and figure what leg to grab the dogs are winded and have to give up. Bello has lost some weight and in looking at himself in the glass remarked: "Oh my, I look like a "skelk," probably meaning a skeleton.

From Valpariso, Ind., Mitten wrote that they had hit bad roads for 150 miles, as well as encountering rain and cold. The boys were in great shape with plenty of energy. Some complained of head winds and rough roads, but seemed to be happy over the fact that they were entrenched on their last "55-mile line, awaiting the zero hour for the final dash to Chicago. The gears were raised for the occasion and all the ballast had been tossed away and straps inspected," Mitten added.

Along the route the riders had been treated very well by the public and hotel people. Everyone seemed to be interested in the ride. This makes Mitten's fourth trip across and he, too, was elated in seeing the growing interest in bicycles. Many of the people that gather around when they stop remarked that they would like to ride if they could equip bicycles like the racing cyclists had.

The possibilities of inter-city road racing in this country are fine and it is one move that will make the bicycle in America greater than ever. The tour of the racing cyclists to Chicago interested thousands of people. Their trip was not a race nor were the boys after records, but, instead, they made the ride to condition themselves for the Chicago six-day race. "In that they have succeeded," Mitten says, and adds "the boys should ride well in that 'grind.'"

Frank L. Kramer, who is chairman of the National Cycling Association, will referee the race. Arthur Gardiner, an old time racing man, was appointed associate referee. The chief judge will be Walter Eckersall, with Jimmy Archer, the old club catcher, and Bob McDonald, the well-known golf professional, as the associate judges. "Board of Trade Bill" Bliss will, as usual, be the official announcer.

The following teams have entered the six-day race at Chicago:

Alfred Goullet and Ernest Kockler, Newark-Chicago.

Alfred Grenda and Carl Stockholm, Australia-Chicago.

Orlando Piani and Charles Oliveri, Italy.

Frank Corry and Larry Gaffney, Australia-Brooklyn.

Willie Coburn and David Lands, Newark.

Alphonse Spiessens and L. Eyckmans, Belgium.

Bobby Walthour, Jr., and Charles Jaeger, Newark.

Tom Bello and Joe Kopsky, Brooklyn-New York.

Alfons Verraes and Morence Declerck, Belgium-Chicago.

Willie Grimm and Sam Gastman, Newark.

Fred Hill and Roy Mobeck, Newark-Chicago.

Peter Drobach and Anthony Beckman, Newark-Secaucus, N. J.

Eddie Madden and Fred Spencer, Newark-Plainfield.

Harry Horan and Tommy Fitzsimmons, Newark.

Lloyd Thomas and Willie Hanley, San Francisco.

Six of the prominent pacemakers, who piloted riders at the New York Velodrome during the past season. Left to right: L. Antenucci, Norman Anderson, John Schlee, Eddie Root, Otto Miller and Charley Stein.

INDOOR SEASON UNDER WAY

THE flat floor indoor racing season opened in the Metropolitan District at the 13th Regiment Armory, Brooklyn, Saturday night, October 21. The races were sanctioned by the Amateur Bicycle League of America in conjunction with National Cycling Association agreements.

Four races were run, a half-mile indoor Amateur Bicycle League of America championship, a one-mile handicap, a ten-mile team race and a match pursuit race.

Four heats were run in the half-mile championship with Anthony Attardi, Unione Sportiva Italiana; Harry Aaron, Empire City Wheelmen; Harry Lightfine, E. C. W.; Irving Markow, E. C. W.; William Wherry, E. C. W.; T. O'Shaughnessy, Century Road Club of America; A. Valenti, U. S. I., and Joe Caldwell, Century Road Club Association, qualifying for the final. Wherry outsprinted the others in the final, beating Attardi and Lightfine.

Bert Marquard, Century Road Club Association, finished first in the one-mile handicap, but Frank Kramer, chairman of the N. C. A., who was referee, disqualified Marquard for coming through on the inside and interfering with another rider. W. Heichle, 85 yards, was given the first after the disqualification with Attardi, scratch, second, and Wherry, ten yards, third. The time was 2:21 2-5.

The pursuit match brought together two youngsters. Charles Garin, New York State A. B. L. champion among the juniors, met Henry Fried, of Brooklyn. Garin closed ground rapidly on Fried, but was not able to pass him. Garin ran over the guard boards into the infield, but was started after Fried again and passed the latter in 4⅞ miles in 13:27.

Ten teams lined up for the ten-mile race with a sprint each two miles. The winner scored 5 points in each sprint to 3 for second, 2 for third and 1 for fourth in the first four sprints. In the last sprint the points were doubled. Bert Marquard, who teamed with A. Valenti lapped the field in the race and won with 24 points. Anthony Attardi and William Wherry and Joe and Walter Caldwell were tied with 17 points each. Harry Hoglander and Harry Lightfine finished fourth with 14 points. The tie between the two teams was decided by a match race, Attardi and Wherry winning. Time, 25:28 2-5. Teams scored as follows:

Team	2M	4M	6M	8M	9M	10M	Pts
Marquard	0	1	2	5	0	10	
Valenti	1	0	0	0	5	0	24
Attardi	0	5	0	0	2	2	
Wherry	3	0	3	2	0	0	17
W. Caldwell	2	0	5	3	0	4	
J. Caldwell	0	0	0	0	3	0	17
H. Hoglander	0	0	1	1	0	6	
Lightfine	5	0	0	0	1	0	14
J. Stabile	0	2	0	0	0	0	
A. Peyra	0	0	0	0	0	0	2

The Bicycle Dealer's Best Bet

Don't Wait for the Babies to Grow Up to Bicycle Age. Start 'em Young. Sell Everything from Baby Carriages Up

"THE sale of juvenile wheeled vehicles, from the baby carriage to the bicycle, is the legitimate province of the bicycle dealer, but there are still a great many of them who seem to think that bicycles are the only things a bicycle dealer should sell," said Sales Manager Thompson, of Steinfeld, Inc., distributors of the Columbia Juvenile vehicles, when asked his opinion of the most profitable stock for a bicycle dealer to carry—a highly specialized bicycle line or a general line of juvenile wheeled goods, beginning with the baby carriage and ending with the bicycle.

"The dealer who confines himself to the bicycle limits himself to the patronage of children old enough to ride bicycles and to such grownups as also use bicycles," continued Thompson, "but the dealer who 'starts 'em young,' snatches them out of the cradle and sells a baby carriage doesn't have to wait for them to grow up, and take the chance that while they are growing to the bicycle age, they and their parents will be getting the department store habit so strongly fixed that the bicycle, when time comes for it, will be purchased at the department store instead of at the bicycle store.

"Thousands of bicycle sales are lost to the bicycle dealers because they have failed to educate the people of their communities into coming to their stores for the wheeled toys they buy for their children. About the first thing on wheels that is purchased for the new arrival is a baby carriage. Months before baby is born, papa and mama have been looking at baby carriages among the many other things they planned to get for the baby. Supposing that in their neighborhood a progressive bicycle store had a stock of carriages, advertised them, and displayed them in its show windows. The chances are that it would make the sale instead of the down-town department store.

"Pretty soon baby begins to walk and then he is a prospect for a 'pedi-car' or a 'cyclet.' The 'cyclet,' by the way, is the baby of the Columbia family, a sort of baby velocipede made so that it may be used either as a 'pedi-car' or a 'boycycle.' Before the youngster is big enough to work the pedals, he can push it with his feet on the floor.

"Having purchased the baby carriage from the bicycle store it is natural that the 'pedi-car' should be bought at the same place. And so it becomes a habit for the parents to go to the bicycle store as one wheeled toy after another is outgrown and replaced by the next, through the succession of 'boycycle' or 'girlcycle,' 'pedi-cycle,' juvenile bicycle and regular sized bicycle. All this time the bicycle dealer who carries a complete line has been doing business with the baby. It has been a customer since birth.

"But how about the dealer who confines himself strictly to bicycles? Neither the youngster nor its parents have had any occasion to come to his store, unless perhaps it might be for some small repair on some of the juvenile vehicles bought at the department store. And that brings up another point. It is true that not much 'service' is required for merchandising juvenile vehicles, but they are not entirely immune from breakage. It can be done if the child tries hard enough. The bicycle shop is the logical place to go for repairs. No one thinks of going to a department store to get a new spoke, or any other repair work. They don't do it. A good many bicycle stores do a not unprofitable business in repairing wheeled toys, though they do not sell them at all. Why play second fiddle? Why not make the first sale and get the first profit as well as the service profit?

"This gets us back to where we started. If the parent has been in the habit of going to the department store for wheeled toys and has taken the child along from the time it was old enough to walk, as many parents do, the child has given pretty close notice of everything it has seen displayed, and long before it is old enough to have a bicycle, it has picked out the kind it wants. Of course, it is bought at the department store.

"The dealer who confines himself strictly to bicycles has a very difficult handicap to overcome when he tries to make a sale to the customer who has been educated by the department store. He is just about ten years behind, for the department store has been selling wheeled toys to the child's parents at least that many years before they think of a bicycle. The remedy is for the exclusive bicycle dealer to start doing a little educating himself. Put in a complete line of dependable juvenile wheeled goods, advertise them, display them, grab every opportunity to impress on the people of his community that the bicycle store is the very best place to get the most for their money in juvenile wheeled vehicles of all sorts."

Howard Jaehning, winner Junior A. B. L. title in Michigan

USE BICYCLES AT WELLESLEY

BICYCLES and baskets as well as books have become one of the fixtures in the lives of Wellesley College girls. It is one of the few places in the United States where bicycles are exclusively used as a practical means of quick conveyance.

With the almost universal adoption of the steel steeds, the college girls discovered that wire baskets were a practical accessory, and forthwith hardware dealers of the town were deluged with orders for the book carriers.

Many of the freshman girls live away from the college campus, and it is believed that when a few of the girls brought from home faithful "bikes" of former school days, that other girls gained courage to have their bicycles shipped from home. Several hundred bicycles are parked outside the Administration Building every day during class periods.

GOOD REASON

Waiting—"Why do they call this course 'piece de resistance'?"

Waiter—"Wait till you try it."—Puppet.

Activities *of the* Amateur Cyclists *and* Clubs

AMABILE MAKES CLEAN SWEEP

New York City—The Acme Wheelmen held a series of three races Sunday. October 22, for the President's Trophy, a valuable cup. The races held were, a two-mile unpaced, three-mile handicap lap lace, and a ten-mile handicap miss-and-out. The races were held on Mosholu Parkway, a one-mile circular course. A large crowd was on hand to witness the events which had a big field of starters.

The first event was the unpaced race, the first six men in each race scoring points on the basis of 10, 7, 5, 3, 2, and 1 in that order. John Amabile who has come to the front with a rush in the last few months, beat his nearest competitor by 10 3/5 seconds. Amabile covered the two miles in 4.55 3/5. Robert McConaghy placed second with 5:06 1/5. Theod. Schliesman, third, 5:07 3/5, and Aug. Scheidler, fourth, 5:14, James Seawell 5:15 3/5, and George Wright, 5:20 2/5, also scored.

After a short rest the riders lined up for the 3-mile handicap lap race. The riders sprinted on each lap and scored points for the first six places. Amabile allotted handicaps up to 200 yards. On the starter's signal Amabile went right after the field, there being only one man on each mark which made everyone go. At the end of the first mile Amabile had overtaken the field with the exception of Aug. Scheidler and Geo. Wright, who finished in that order for the first sprint. Amabile placed third, leading McConaghy, Wm. Schliesman and James Seawell. Amabile set a hot pace after the tiring leaders and with the race half covered managed to pull up even with the leaders. In the second sprint Amabile beat Chas. Froh who came with a rush in the last 100 yards, but could get no better than second coming up to Amabile's bars. McConaghy, Scheidler, Seawell and Grasso was the order of the other point scorers. With the field going slow to take a rest with about ¾ of a mile to go. In the final dash Amabile went to the front and won by three lengths over Salv. Grasso, Scheidler, McConaghy, Jerry Schliesman and Seawell. The time was 7 min. 8 secs. Amabile scored 25 points, Scheidler 18, McConaghy 11, Grasso 8, and Froh and Wright, who tied with 7 points.

At this stage Amabile had 20 points, Mc-McConaghy 12 and Scheidler 10. With one more race to go, which was a handicap, it was between the three as to who would win, with all having a chance, as Amabile was on scratch and the other two being handicapped. The riders were given marks up to 1 minute and 45 seconds. The race was the best of the three, as the back markers had to travel to get up before the miss and out part of the race started. The race was handicapped for five miles, which gave the field a chance to get bunched at that distance. After 5 miles the last man across the tape on each lap was called out of the race. The riders soon bunched up into two groups at about three miles, and as Scheidler was up in the front it looked as though he would win, as Amabile was still a half lap behind. In the fourth mile the front markers stalled and by some desperate riding Amabile and McConaghy shook the field and caught the leaders. At the start of the miss-and-out the riders stalled on each lap, being content to sprint for the honor of not being called out. Salv. Grasso was the first to be ordered out in a close finish, the riders coming across together. On each succeeding lap Edw. Baer, Hugo Schliesman and Chas. Froh being called out. In the final sprint Amabile cinched the cup by winning, which gave him a clean sweep in all three races. He led home, Robert McConaghy, 20 seconds; Aug. Scheidler, 1:00; Dave Corbett. 1:00; Geo. Wright, 1:30, and Theod. Schliesman, scratch, in that order. The points scored are as follows:

	Points
John Amabile	30
Robert McConaghy	19
Aug. Scheidler	15
Theod. Schliesman	6
Geo. Wright	4½
Dave Corbett	3
Salv. Grasso	3
James Seawell	2
Chas. Froh	1½

MARQUART IS C. R. C. A. CHAMP

New York City—Though pressed hard, Bert Marquart, last year's champion, had to extend himself in scoring a clean sweep of the quarter, half and one-half sprint races and in the five-mile unpaced race against time, held by the Century Road Club Association, N. Y. Div., to decide the 1922 championships. The races were held on the Harlem Speedway, Sunday morning, promptly at 9 a. m., with 19 riders participating. As this year brought forward the most evenly matched riders for the club championships held in years, the races proved to be very interesting and exciting to the large crowd of spectators throughout the elimination heats and final races and, as a result, there were quite a few ties for honors in the total standing of points.

It was jamming and fighting all the way in the one-quarter and one-half-mile-sprint final races, first one rider and then another taking the lead; it was everybody's race right up to the finish. Marquart, Silver, Viana, Satler and Curley respectively winning in the one-quarter-mile, and Marquart, Curley, Satler and Grace respectively winning in the one-half-mile. Starting the one-mile at the tape, the riders began stalling and fighting for position all the way until one-third-mile to go, when Satler jumped the bunch, and which started the jam. Satler was finally overtaken, and Marquart and Umgetler forged to the front fighting for first position, Marquart just nipping Umgetler by inches at the tape, with Grace, Curley and Haller respectively at their heels.

The five-mile unpaced against time was held in three sets, with 6 riders in each, the course being only one-quarter mile each way and 2 laps to ride. There was a strong head wind which called for hard, steady plugging on the return lap. The riders to finish are as follows: Marquart, 13:15; Lesch, 13:31 2/5; Ramsdorf, 13:52; Werler, 13:56 3/5; Satler, 13:58 3/8; Haller, 13:59; Silver, 14:06; Umgetler, 14:06 1/5.

The final standing follows:

	Races				
Rider	¼ M.	½ M.	1 M.	5-M.- Unpaced	Total Points
Marquart	5	5	5	5	20
Curley	0	3	1	0	4
Umgetler	0	1	3	0	4
Satler	1	2	0	0	3
Silver	3	0	0	0	3
Lesch	0	0	0	3	3
Viana	2	0	0	0	2
Grace	0	0	2	0	2
Ramsdorf	0	0	0	2	2
Werler	0	0	0	1	1

FOUR RACES IN ANAHEIM

Anaheim, Cal.—L. N. Wisser ran four bicycle races here on Saturday, October 14, and about 40 riders competed. The results follow:

One-Mile—Won by R. Ramos; second, W. Elliott; third, H. Lenz; fourth, L. Mitchell.

Seven-Mile—Won by T. Lenz; second, R. Ramos; third, L. Mitchell; fourth, H. Lenz; fifth, B. Dahl; sixth, W. Elliott.

Stock Wheels—Won by D. Trask; second, Lee Ferguson; third, Clyde Martin; fourth, R. Coffman; fifth, R. Cole.

Half-Mile, Boys Under 14—Won by L. Mitchell; second, B. Dahl; third, J. Ochoa.

F. O'Shaughnessy, a member of the Century Road Club of America, and a good performer in road events.

AMERICA'S ON ANNUAL OUTING

West New York, N. J.—The Century Road Club of America held their annual outing for members and friends Sunday, October 15, at Seeley's Farm, Demarest, N. J. The members going by wheels left the top of Weehawken Hill at 8 a. m. and had to take a slow pace on account of the wet pavement, going up the Hudson Boulevard to Kelly's Hill and down to Fairview, Ridgefield, Grand Ave. to Leonia, Englewood, Tenafly, Demarest and on to the farm. Along behind came the machines with several of the women folks and friends, all arriving at 9:30 a. m. The committee lost no time in getting the bunches together and set them to work in all different squads, building a fire place, chopping wood, building tables, getting water, and the committee took care of the cooking and kitchen work. In about an hour's time the work was all under way and on the fire was a ten gallon boiler of clam chowder and several rows of hot "franks" on the griddle, which was done in a short time and passed around with refreshment as a starter for the first lap. As the bunch was enjoying this several pictures were taken and a little comedy took place around the hot dog roaster.

After this was over Mr. Seely, one of the old-timers of the cycling game, and member of the club although not doing much riding of late as he has gone into the business of breeding foreign prize and German police dogs, took us around to all the different kennels and explained all the breeds and value of each dog which numbered close to 40.

As everything was set for dinner the bunch all were seated at the tables and were served with roast beef, potatoes, "franks" with sauerkraut and a salad along with some refreshments. Eating took over the noon hour and with a short rest the yearly ball game between the married and single members was started with the married men winning by 13 to 6, making it the third win in three years.

After the game they laid around and talked of the old times and happenings of the club in the past, until the call of the cooks was heard and that was the word for eats again.

The committee and members got together and cleaned up the place and packed the things in the different machines. As it was getting dark it was decided to make an early start for home. Those having enjoyed the day follows: On wheels—F. O'Shaughnessy, H. Winters, J. Rawlins, N. Smith, H. Heildman, F. Clifferelli, C. Thou, S. Iacasico, E. Gerard, C. Walker, G. Housenbourer, P. Schusztek, J. Dashowitz, H. Hintze, H. Lown, H. Stock, M. Cordova, and A. Everard. By machine—Mr. and Mrs. Nylander, Mr. and Mrs. L. Fraysse, Mr. and Mrs. E. Fraysse, V. Fraysse, Mrs. E. Gerard, Mrs. A. Everard, Mr. and Mrs. E. Aury, Miss Seeley, Mr. and Mrs. Seeley, Mr. L. Misback, Mr. C. Ranger, and a few friends.

ST. LOUIS BOYS COMPETE

St. Louis, Mo.—The Guarantee Cycling Club, of this city, staged a series of bicycle races at the Belleville, Ill., Fairgrounds on Sunday, October 15. In spite of the gloomy weather a good crowd turned out for the well-contested program of events. The half-mile dirt track was in fairly good condition.

The boys were in good shape and of special note was the riding of Arthur Read and "Dash" Starkey, of the promoting club, and Lestlie Lange, of the Belleville C. C. Read won the three-mile championship between the two clubs from Starkey and Lange, while Lange accounted for the eight-mile endurance race from Travis and Starkey. Summaries:

Three-Mile Inter-Club Championship—Won by Arthur Read; second, "Dash" Starkey; third, Lestlie Lange. Time, 8:35.

One-Mile Boys Under 15 Years of Age—Won by Hummell; second, Schaefer; third, Beelman. Time, 3:30.

One-Mile Championship Elimination—Won by Jake Lima. Time, 3:10. Lima qualifies for next championship.

Three-Mile Open To Any Rider Over 15 Years—Won by Hill, Century C. C.; second, Lampe, Century C. C.; third, Vohl, Guarantee C. C. Time, 8:32.

Three-Mile For Colored Boys—Won by Roscoe Gibbons; second, Claude Stevens. Time, 11:10.

One-Mile For Riders Over 15 Years—Won by Noisley; second, Smith; third, Kerns. Time, 2:59.

Half-Mile Race For Girls—Won by Miss Travis; second, Miss Noisley; third, Miss Sheva. Time, 2:08.

Eight-Mile Endurance Race—Won by Lange; second, Travis; third, Starkey. Time, 26:21.

JACK VISCO WINS TWO U. S. I. RACES

New York City—Twenty-one riders turned out with the fine weather, Sunday, October 22, for the weekly Unione Sportiva Italiana races held on the Grand Concourse. Premo and Bayonne finished first and second in the "cork" race, but were disqualified for cutting short on the course with which they were not familiar. Jack Visco, who finished third, therefore, was the winner of the race. J. Siciliana followed Visco for second place, and Spots Eisele from scratch, who just caught the field at the sprint line, scored third. Andy Pavera and Joe Stabile followed for fourth and fifth places. Fast time points were taken by Spots Eisele, H. Gandino and J. Becker in that order.

The Class B Sprint at one mile was an easy race for Jack Visco. J. Stabile scored second place for the fifth successive time. Pavera finished third and J. Siciliana fourth. The Class B, Jr., one-mile race was won by A. Quarello; L. Broglio, second; E. Giampaoli, third; O. De Cresenzo, fourth. Order of finish in the "cork" race follows:

Pos.	Rider.	Hdcp.	Time.
1	Jack Visco	1:15	22:25
2	J. Siciliana	1:45	22:55 1/5
3	Spots Eisele	Scr.	21:10 2/5
4	Andy Pavera	1:30	22:40 3/5
5	J. Stabile	1:30	22:40 4/5
	Fast Time		
1	Spots Eisele	Scr.	21:10 2/5
2	H. Gandino	Scr.	21:11
3	J. Becker	Scr.	21:11

After the races fifteen pleasure seekers went on a "pleasure" run with Stamford as their destination. They no sooner had reached Pelham Parkway when "Jamming" Barney Gandino started to tear up the road. When he was all in, the party, that is what was left of the party, had reached Pelham Manor. The seven remaining pleasure riders then took it easy for about five miles, when Gandino started out for "another lap," but hunger evidently stopped him, as he was sitting in front of a hot dog and cider studio when the other riders next saw him. They then demolished several hot dogs and several gallons of cider, which gave seven of the seven remaining riders severe cramps, etc., which finally took the ambition out of the boys, and after one hour's rest they decided they had enough pleasure run for one day and started home, taking it easy, reaching New York about 3 p. m. The pleasure seekers were Barney Gandino, Spots Eisele, J. Becker, J. Visco, O. De Cresenzo, G. Barthlenghi and John Haggerty.

C. R. C. A. RUN TO NYACK

Brooklyn, N. Y.—On Sunday, October 22, the Long Island Division of the C. R. C. A. held a pleasure run to Nyack, N. Y. Twelve riders participated under the guidance of Captain A. Resnick. The riders left Manhattan Bridge, Brooklyn, at 9 a. m. The route was taken along Broadway to Yonkers. A moderate pace was maintained to this point, but when the riders started to climb the hill after leaving Yonkers they began to get ambitious. The hill was very long and steep, calling for all their energy to climb it. Then the speed started stringing out the riders all along the road. After about five miles they slowed down, and the riders got together again. A rather stiff pace was set into Tarrytown, arriving at 12:20. Everyone was pretty tired and very hungry, so a stop was made for dinner.

After dinner the boys rested up a bit and then took the ferry for Nyack. Leaving Nyack, they rode along the shore road through Tappan and on to Englewood. They kept a moderate pace as everyone had enough speed before dinner to last for the day. At Englewood they had another hard hill, but most of the boys rode it. They continued on to 130th street ferry, crossing to New York and riding along Riverside Drive and Broadway to Brooklyn. The weather was ideal for riding, and the route was very picturesque, making a very delightful ride.

E. C. W. COMPETITION IS CLOSE

Brooklyn, N. Y.—Sunday, October 22, the Empire City Wheelmen of Brooklyn staged the third set of handicap races on the Ocean Parkway course, the one and ten-mile handicap races being the program. In the one-mile race, John Olafson, 60 yards, was declared the winner after a spirited ride. B. W. King, scratch, finished second, just nosing out William Henky, scratch, who finished third. V. Haarstick, 20 yards, came in for fourth honors, while W. Heichel, 40 yards, and Phil Eiler, scratch, placed fifth and sixth, respectively.

In the ten-mile race, Fred Engel, riding from the 2:15 mark, rode home a winner, being followed by H. Messimer, 1:45, who in turn was followed by I. Scott, 2:15; William Taylor, 1:45; V. Linfante, 2:15, and Alfred Wright, 1:45, finishing in the order named. The time for the ten miles was 27:15 for the winner. The scratch men, again the victims of too much handicap, could not place and had to be content with time honors, they covering the distance in 26:00. R. A. Rom proved best in the sprint for the scratch men, being closely followed by Phil Eiler and William Henky.

With the finishing up of the 1/4, 1, 2, 10 and 25-mile races, the point standing given below is a very close one and keen competition is expected for individual honors in the remaining two races that are still to be run, namely the 1/2 and 5-mile races:

William Napier, 10; Lucas Muller, 10; John Olafson, 9; W. Heichel, 9; V. Haarstick and Phil Eiler, 7 each; George Hess and Fred Engel, 6 each; V. Linfante, E. Boehmer, H. Messimer, Walter Anderson and B. W. King, 5 each; I. Scott and William Henky, 4 each; William Taylor and H. Lightfine, 3 each; J. Farina and A. Wright, 1 each.

AICKELIN IS B. C. W. CHAMPION.

New York City.—The results of the final races in the championship series conducted by the Bronx County Wheelmen, Sunday, October 22, over the Grand Concourse, follows:

Three-Mile Scratch—Won by E. Aickelin; second, Wm. Stokes; third, A. Blachert; fourth, F. Osterhammel; fifth, H. Ahlers. Time, 9:00.

One-Mile Scratch—Won by E. Aickelin; second, Wm. Stokes; third, A. Blachert; fourth, H. Ahlers; fifth, F. Osterhammel. Time, 3:30.

Five-Mile Unpaced—Won by Fred Osterhammel, 12:48 2-5; second, Joe Kohn, 12:54 2-5; third, A. Blechert, 13:14 1-5; fourth, H. Ahlers, 14:00.

Aickelin did not ride the unpaced race as he had accumulated so many points he had clinched the championship. Final standing in championships is as follows:

Pos.	Rider.	Pts.
1	E. Aickelin	25
2	Fred Osterhammel	13
3	Wm. Stokes	12
4	A. Blechert	11
5	J. Kohn	3
6	S. Orlando	1
7	H. Ahlers	1

Next Sunday, the 29th, the consolation series for non-winners will be held over the Grand Concourse.

COKER TAKES CITY TITLE

Oklahoma City, Okla.—Orval Coker won the championship of Oklahoma City here on October 14. Norman McNew was second and Cecil Ussery third. Robert Chastain won the half-mile race for juniors from Earl Buttrill and Charley Minnick. Cecil Ussery captured the half-mile event for seniors from Orval Coker and Norman McNew.

Gene Kleinhans, a fast amateur cyclist of Rochester, N. Y.

START AUTUMN CHAMPIONSHIP

Jersey City, N. J.—After a month's layoff the Jersey Wheelmen opened the Autumn racing season, Sunday morning, October 15, with a series of races that will carry with them the Autumn title. The surprise of the day was the winning of the three-mile handicap by Edward Bogan, a new member of the club, who was riding from the one-minute mark. Francis Kenny was second and Willie Wohlrab, club champion, was third. John O'Halloran beat Norman Dorn for fourth.

In the five-mile open Willie Wohlrab won from Charles O'Hara, J. O'Halloran, Francis Kenny and George Airel, who finished as named. The standing was as follows: Willie Wohlrab, 9 points; Edward Bogan, 7; Charles O'Hara and Francis Kenny, 6 each; John O'Halloran, 4, and George Airel and John Bruns, 1 each.

A good crowd turned out for the races run by the club on Sunday, October 22. The results follow:

Five-Mile Open—Won by Charles O'Hara; second, William Mollica; third, John O'Halloran; fourth, Herbert Jones; fifth, Ed Bogan; sixth, Tom La Rossa; seventh, Norman Dorn.

Three-Mile Handicap—Won by Charles O'Hara, 30 seconds; second, William Mollica, scratch; third, John O'Halloran, 30 seconds; fourth, Ed Bogan, one minute; fifth, Herbert Jones, 1½ minutes.

The point standing after the above races follows: Charles O'Hara, 18 points; John O'Halloran, 11; Ed Bogan, 10; William Wohlrab, 9; William Mollica, 8; F. Kenny, 6; Herbert Jones, 3; Jack Hendershot, 2, and Charles Hansen and John Bruns, 1 each.

JERSEY LADS HOLD RACES

West Hoboken, N. J.—The North Hudson Wheelmen held their fifth series of races in the club competition at Hasbrouck Heights, Sunday, October 22. The sixth series, comprising three mixed races, will be held on Nov. 5th, completing the competition schedule. Results follow:

Two-Mile Open—Won by Rosenbohm; second, Heinsberg; third, A. Miller; fourth, Conditi; fifth, Keller. Time, 6:08 3/5. Eighteen Starters.

Two-Mile Handicap—Won by Martinelli, 1 min., 5:36 2/5; second, Cooper, 45 sec., 5:33 4/5; third, A. Miller, 30 sec., 5:31 1/5; fourth, Conditi, 15 sec., 5:20; fifth, Tanner, 45 sec., 5:50 2/5; sixth, Grashoff, 45 sec., 5:50 3/5; seventh, Costello, 30 sec., 5:36; eighth, Reisen, 15 sec., 5:21 1/5; ninth, Heinsberg, scratch, 5:06 3/5.

Five-Mile Unpaced (Four Turns)—Won by Heinsberg, 13:46 1/5; second, A. Miller, 13:59 3/5; third, Rosenbohm, 14:06 1/5; fourth, Reisen, 14:11 3/5; fifth, Conditi, 14:17 1/5; sixth, Keller, 14:28; seventh, Tanner, 14:31; eighth, Cooper, 14:33 1/5; ninth, Zelazo, 14:43 2/5; tenth, Costello, 14:53; eleventh, Grashoff, 15:27 1/5.

Point Score—Heinsberg, 30; Beckman, 28; Rosenbohm, 27; Menzer, 15; Reisen, 14; Zelazo, 10; Keller, 8; Conditi, 7; A. Miller, 7; C. Miller, 5; Martinelli, 5; Corino, 3; Cooper, 3; Costello, 2; Grashoff, 1.

WALTER BABB WINS A TITLE

Paterson, N. J.—The Triangle Cycling Club of Paterson held its final meet of the season on the High School Track, Saturday, October 21, the races being held under the sanction of the Amateur Bicycle League of America. Frank Kramer, chairman of the National Cycling Association, refereed part of the afternoon, but left before the meet was over.

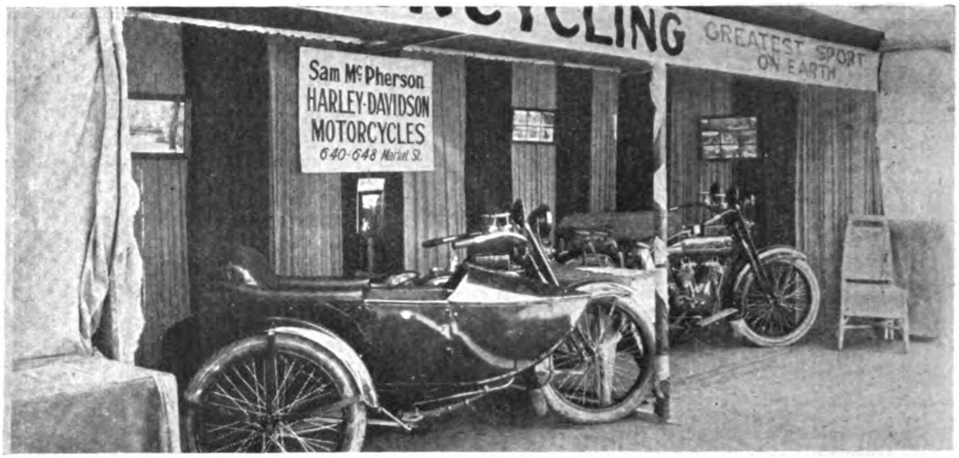
The feature of the meet was the riding of Henry De Young in the five-mile Passaic County title race. R. Smith was second, and Walter Babb third. Walter Babb won the beautiful cup, emblematic of the county championship with a total of 17 points. Fred Jessop was second; Neal Emmetts, third, and Henry De Young was fourth. The title was decided in a series of five races.

Louis Benazzatto, U. S. I., was the star of the day, he winning the half-mile open and the pursuit race. Walter Skarbek, Bay View Wheelmen, won the two-mile open. Walter Babb, who won the Passaic County title, is a nephew of Walter Babb, the old-time rider. The final standing of the title series follows: Walter Babb, 17 points; Fred Jessop, 14; Neal Emmetts, 7; Henry De Young, 5; R. Smith, 4; J. Goemare, 3, and H. Cole, 1. All were members of the Triangle Cycling Club with the exception of Jessop.

PARADE IN LAWRENCE, KANSAS

Lawrence, Kan.—"The best parade Lawrence has ever had," was the verdict after the parade of bicycles, cars and floats held here on October 14. Emery Farringer won a new bicycle for having the best decorated wheel in line. Robert Dill was second; Mamie Minford was third, and Ray Durr landed fourth. The youngest rider was Howard Dixon, and the oldest was Clark Mills.

Among *the* Dealers



Sam McPherson's booth at the San Diego County Fair.

B. B. MOTOR CO HAS TWO EXTREMES.

Los Angeles, Cal.—The B. B. Motor Co., 918 So. Main St., has taken agencies for the two extremes in American motorcycles, the Ace four-cylinder and the Neracar lightweight two stroke. They announce a closing out sale of all Cleveland, Thor, Merke, and Reading Standard parts.

ANOTHER STORE FOR TOWNER

Rochester, N. Y.—Towner Bros. have added another store to the two they already had by taking over the bicycle store at 710 University Avenue, formerly owned by Frank Court. The Towners are among the largest and most progressive bicycle dealers in the country. They handle the Pierce and Dayton lines.

UNITED CYCLE ABSORBS APPEAL.

Los Angeles, Cal.—The United Cycle Supply Co. has purchased the Appeal Mfg. and Jobbing Co. and will move into the four-story building occupied by the Appeal Co. Messrs. Welborn, Frazer, Shepherd, Danielson and Chenowith announce that the consolidated organizations will be on the job 24 hours a day.

NEW EXCELSIOR AND HENDERSON DEALER IN DETROIT

Detroit, Mich.—John E. Bice, former manager of Edwards and Crist store, at 4741 Woodward Avenue, Detroit, has taken over the agency of the Excelsior and Henderson motorcycles, as well as the Edwards and Crist accessory line, as the latter firm has closed their local branch. He will carry a full line of bicycles and Juvenile Vehicles. He has not located his new store, but expects to be located and ready for business December 1.

GOOD HOLIDAY BUSINESS

Canton, O.—General reduction of bicycle prices to the dealer has done more to rejuvenate the bicycle business in the Canton district than any other factor in the past decade, Ralph W. Coventry, manager of the America Cycle Company said this week in discussing the bicycle business prospects with a reporter for Motorcycle and Bicycle Illustrated. Coventry expects to sell not less than 100 wheels for Christmas. High prices has hurt the bicycle business more than any other factor the past few years, dealers here declare. Bicycle window displays are more frequent since price reductions became effective than at any time since the world war, one dealer said this week.

CHICAGO DEALERS PLAN SHOW

Chicago, Ill.—At the monthly meeting of the Associated Cycle Dealers of Chicago, a committee consisting of J. E. Makowka, P. D. Eilert, and August Vanhanselaere, was appointed to consult with A. B. Coffman relative to the proposed plan of the Association to promote a local cycle and accessory show in Chicago under the auspices of the dealers. The National show of the past two years proved so beneficial that the Chicago dealers feel that they cannot get along without one, and as the next national show is to be held in New York, next February, the Chicago dealers have decided to have a show of their own. The date has not been fixed but it will not conflict with the date of the National show in New York as many of the Chicago dealers intend to take that in. William McDougald presided at the meeting and appointed a membership committee consisting of R. E. Buell, P. D. Eilert, J. Faber, J. C. Rage, Peter Staab and William Strohm, to get busy and line up every dealer in Chicago to join the association and attend the meetings. The next meeting of the association will be at the Briggs House club room, Wednesday, Nov. 1.

WHY NEED WE HIBERNATE?

THE idea is more or less prevalent, "more" in most cases, that not many motorcycles or bicycles can be sold during the Fall and Winter months and, as a consequence, selling motorcycles and bicycles has been considered a "seasonal" business. Many dealers follow the example of the bear. They sleep all Winter.

Is this really necessary? Isn't it possible, by a little extra activity, to keep the present riders on their mounts practically the year around, and to sell a good number of motorcycles and bicycles during the Winter?

What do you think about it, Mr. Dealer? What are you doing to stimulate sales during the next four months?

Let's have an exchange of opinion and sales ideas. It will make better business for everyone.

McPHERSON IN THE LEAD

San Diego, Cal.—Sam McPherson had an attractive booth at the County Fair held in Balboa Park last week. The booth which was 40 by 20 was decorated with orange and purple bunting. On the walls were pictures showing Harley-Davidson motorcycles in use by traffic officers, and other scenes. One Harley-Davidson side car outfit and one 61 solo machine made up the motorcycle exhibit with comfortable chairs and a settee for the background. On the table in the middle was factory literature, also a collection of pictures taken by Berne Guthrie which proved of interest to the visitors who stopped. The booth was where everyone who came had to pass in front where the large sign greeted them "Motorcycling Greatest Sport on Earth." Miss Barbara McPherson, together with Verne Guthrie, factory representative and Harry Wright, were kept busy all day talking to visitors.

GLOSS TAKES ON INDIAN

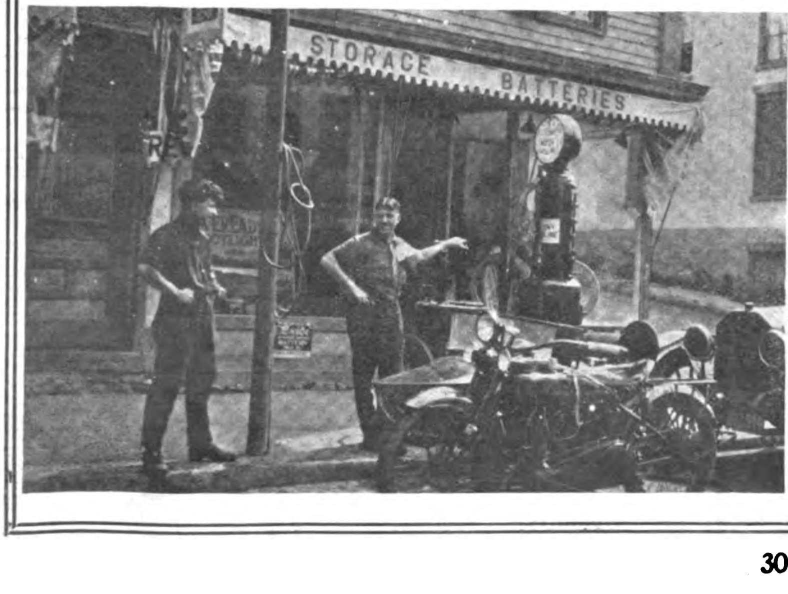
Detroit, Mich.—Gloss, who has recently taken to the Indian agency, has moved into attractive new quarters in a 5-story office building, having the corner ground floor space on a prominent thoroughfare. Mr. Gloss is an old timer in the motorcycle business, with a wide circle of acquaintances among the riders. He personally takes charge of the store and has a wideawake salesman out hustling for business. Mr. Gloss is a director of the Wolverine Motorcycle Club, active in its affairs; member of the M. & A. & A., rides an Indian Scout machine, and thinks there is nothing like it.

FROM ARTIST TO DEALER

New York.—A. Scala, of 4416 Fourth Avenue, who has been selling Indians for ten years, recently visited the factory at Springfield, Mass, for the first time. Mr. Scala, 12 years ago, was an artist and a well-known sketcher. In 1911 he gradually started to drift in the enamelling business, and through enamelling Indians he came to know and admire the machine. The result was that in 1912 he started to sell Indians. For the past three years he has been big enough to buy his machines direct from the plant. He keeps four men and a girl busy the year around.

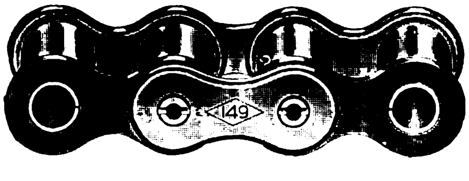
LEE OPENS STORE OF HIS OWN

Detroit, Mich.—W. Thos. Lee, Independent Motorcycle store of Michigan, 5017 Woodward Avenue, Detroit, has recently opened a splendid store. He carries a full line of Miami and Black Beauty bicycles, Ace motorcycles, Juvenile Vehicles and motorcycle accessories. Mr. Lee was former Haverford Cycle Company manager in Detroit, and now has branched out for himself. He is an up-to-date merchant, good salesman, hustler, and is already doing a splendid business, though opened only two weeks ago.



Mike Bimorelli and Tona Deperna, of Catskill, New York, have just taken over the selling and servicing of Harley-Davidson motorcycles in Greene County, N. Y. Mike at the left and Tom at the right are both veteran dispatch riders and served in France.

DIAMOND
MOTORCYCLE CHAINS



Now Selling at Reduced Prices

In order to help stimulate the motorcycle business, the celebrated DIAMOND No. 149 Chain is now being sold at reduced prices, which enable dealers to meet all competition.

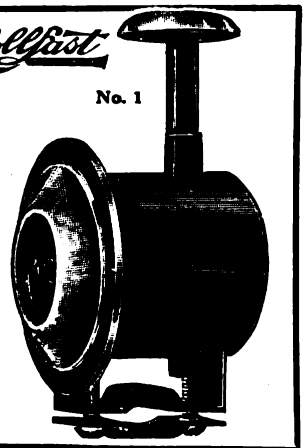
This reduction makes it possible for every dealer to give his customers the best motorcycle chain in the world at a remarkably low price.

You'll find it easy and profitable to push this chain—NOW. Reorder from your jobber, if your stock is low.

Diamond Chain & Mfg. Co., Indianapolis, U. S. A.

NEW and IMPROVED Rollfast

ROLLFAST HORN



Rollfast No. 1 Horn vibrates on both up and down strokes. Has no dead center. Few working parts. No strings or delicate parts to break, get out of order or cause trouble. Black enamel. Nickel face.

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STANDARD EQUIPMENT ON

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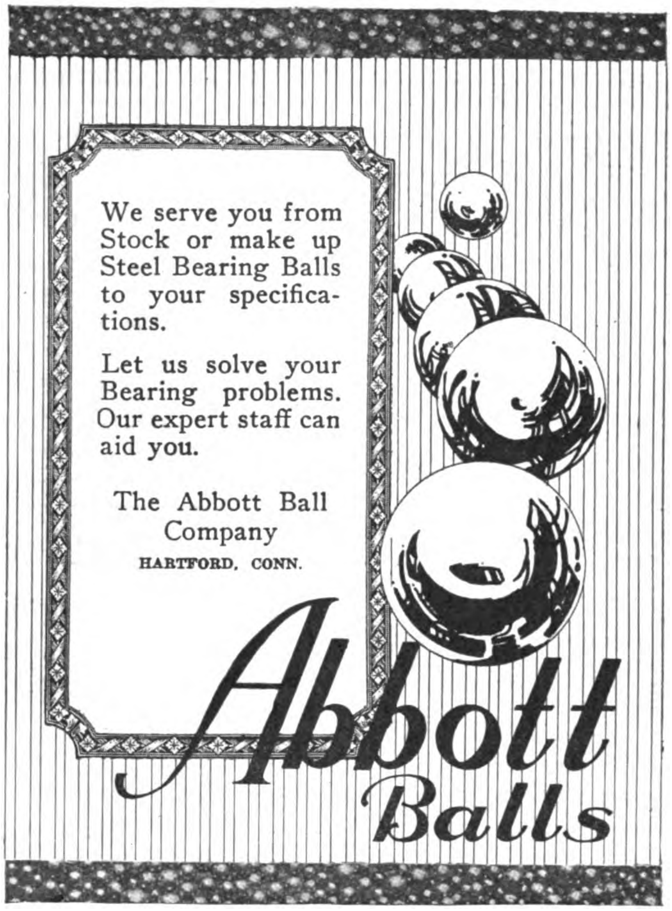

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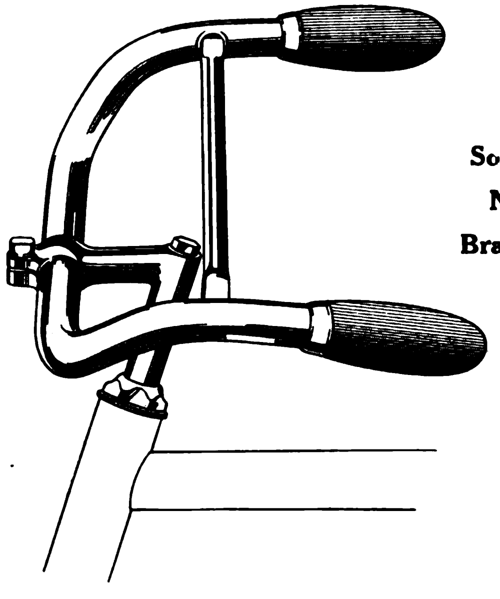

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"Shelby Beauty" the younger brother of the Chicago Handle Bar Company's COMPLETE LINE OF 3 STANDARD BRACED BARS.

The new bar offers you everything you have found in the other two bars of our manufacture—except size. Beautifully turned out, made of our regular high grade tubing, strong and sturdy, and positively "anti-rattle." Brought out in response to a demand that riders might obtain a **standard braced bar for every purpose and model** in the line made by this company. It pays to insist on products of

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We have installed the latest and most modern Cylinder Grinding equipment for motorcycle work.

INDIAN
1917-22, 61 in. pair $17.00

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HENDERSON or ACE
1918-22 4 cylinder set $30.00

These prices include the regrinding and fitting of new pistons, rings and wrist pins.

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Aluminum Alloy or special Lightweight Cast-Iron pistons furnished at a slight additional cost.

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MOTORCYCLE AND BICYCLE business for sale in city of 45,000. Low rent, well stocked for general repairing. Welding, Vulcanizing and Battery Repairing. Inventory $1,900. Have agency for leading motorcycle. Reason for selling—aviation business. Box 37, care Motorcycle and Bicycle Illustrated, 920 Broadway, New York.

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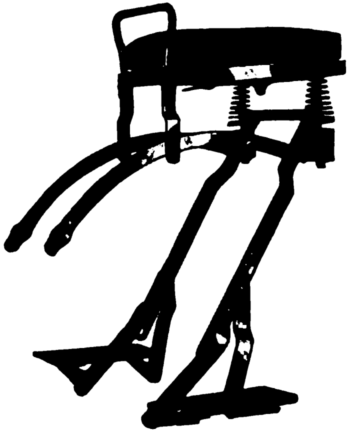

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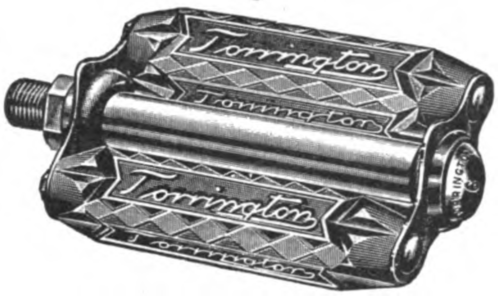
No. 6 **Torrington**



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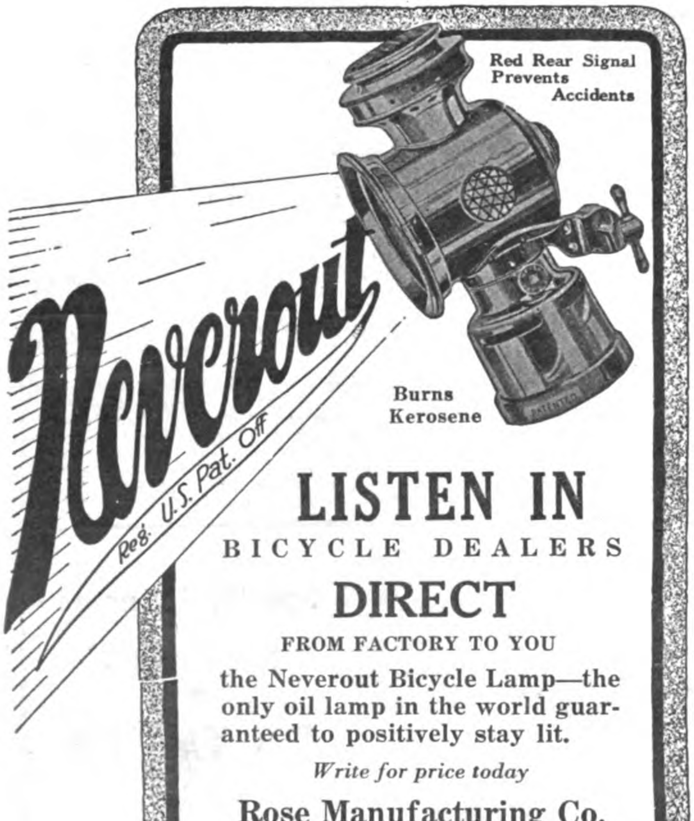

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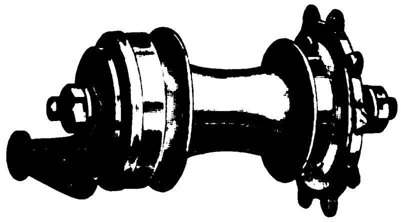

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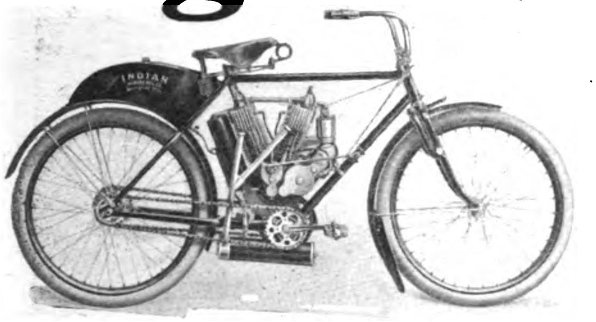
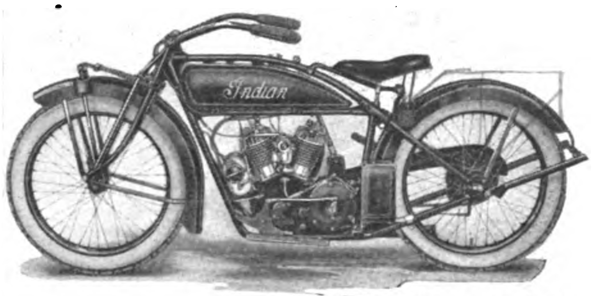
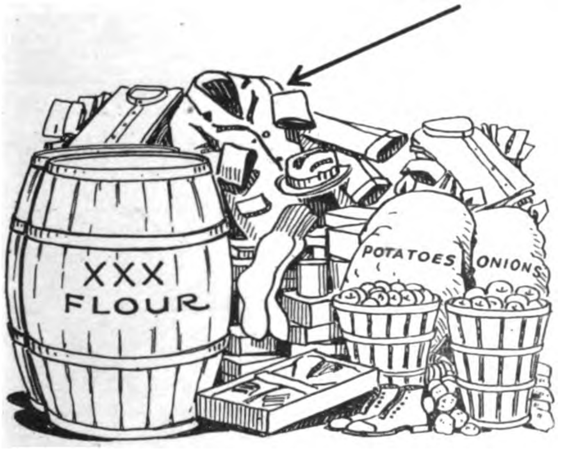


1908 Indian Motocycle

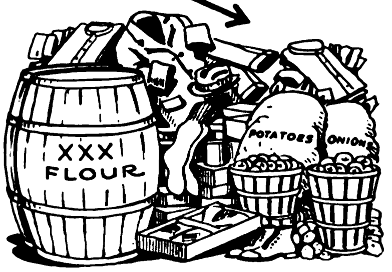


1923 Indian Scout

$250 worth



1908 General Merchandise



1922 General Merchandise

Back in the "fat" years of 1907-8, an average dollar's worth of merchandise cost 92 cents. The **Indian Motocycle** then sold for $250 and was well worth the money.

Now, in 1922, the average dollar's worth of merchandise is costing the public $1.64, an increase of 78%. The 1923 **Indian Scout,** vastly improved in design, materials and construction, can be bought for the same $250.

Therefore, every dollar expended for an **Indian Motocycle** goes 78% farther than a dollar spent for the average merchandise.

This value-plus price for the **Indian Scout,** and the easy time payments, make it the greatest sales proposition on wheels for the season of 1922-3.

HENDEE MANUFACTURING CO. SPRINGFIELD, MASS.

Largest Motorcycle Manufacturer in the World

An Indian Sales Franchise is too good a proposition to be passed by a live dealer. Write for full particulars.

$0.009 per Mile for 3332 Miles

"Cannonball" Baker's record-smashing transcontinental ride on a stock Ace "4" furnished conclusive proof of the efficiency and economy of "the perfected four" for long-distance travel.

Though he drove unmercifully over mountains, desert, sand, rocks and ruts, the Ace averaged 48 miles per gallon of gasoline and 100 miles per quart of oil all the way across the continent.

The total running expense of the Ace for the entire 3332 miles, Los Angeles to New York, as shown by Baker's itemized account of expenditures, was $29.95 — including all money spent for gasoline, oil, spark plug, tire repairs or other attention to the machine.

3332 miles in 6 days, 22 hours, 52 minutes for less than 9/10ths of a cent per mile!

A significant demonstration of combined efficiency and economy.

Riders naturally prefer the quiet capability and luxurious smoothness of perfected four-cylinder power. The 1923 Ace price of $335 permits them to gratify their desire for this excellence, and thus creates positive volume of new business for Ace Dealers. Write for information about our proposition covering your territory.

Ace Motor Corporation
2201 East Erie Avenue
PHILADELPHIA, PENNA.

P
No 4 '22

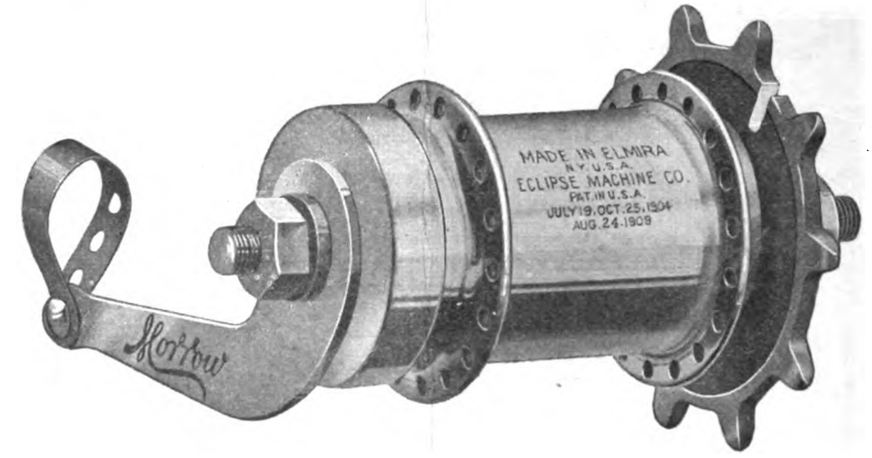
Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

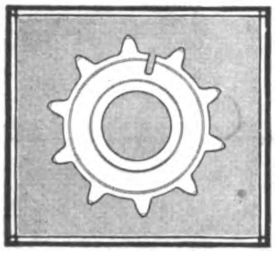
BICYCLE FLAPPERS

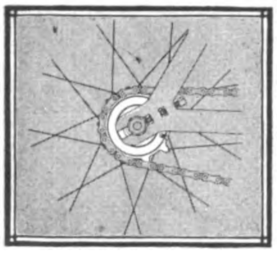
IFTEEN CENTS NEW YORK NOVEMBER 2, 1922

Contributors to
1922 National
Bicycle Publicity
Campaign



Sturdy and Efficient





THE STURDY, efficient-looking exterior of the MORROW brake is indicative of the simple, sturdy, efficient design of the working parts within. The MORROW is easy running because it has more ball bearings than other brakes. It is more powerful because it has greater braking surface. It is accessible, simple, sturdy, strong, lasting.

The slotted sprocket (illustrated at the left) is an exclusive MORROW feature. It enables you to replace spokes without even removing the chain. You will appreciate this saving in time and labor, and your customers will too.

Because of the clean-cut design of the MORROW, and its superior performance, it has become the favorite brake of thousands bicyclists. It is good business for you to supply the MORROW, because so so many people want it.

Ride a Bicycle

Morrow
STURDY SURE
COASTER BRAKE
With the SLOTTED SPROCKET
ECLIPSE MACHINE COMPANY
Elmira, New York

Motorcycle and Bicycle Illustrated
America's Greatest Cycling Magazine

Vol. 18 *November 2, 1922* *No. 44*

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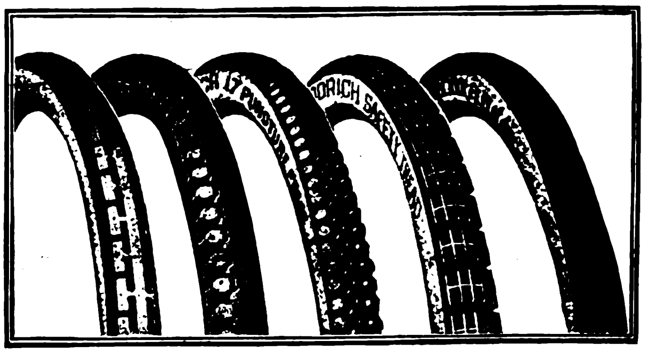


Making Your Customers Remember YOU

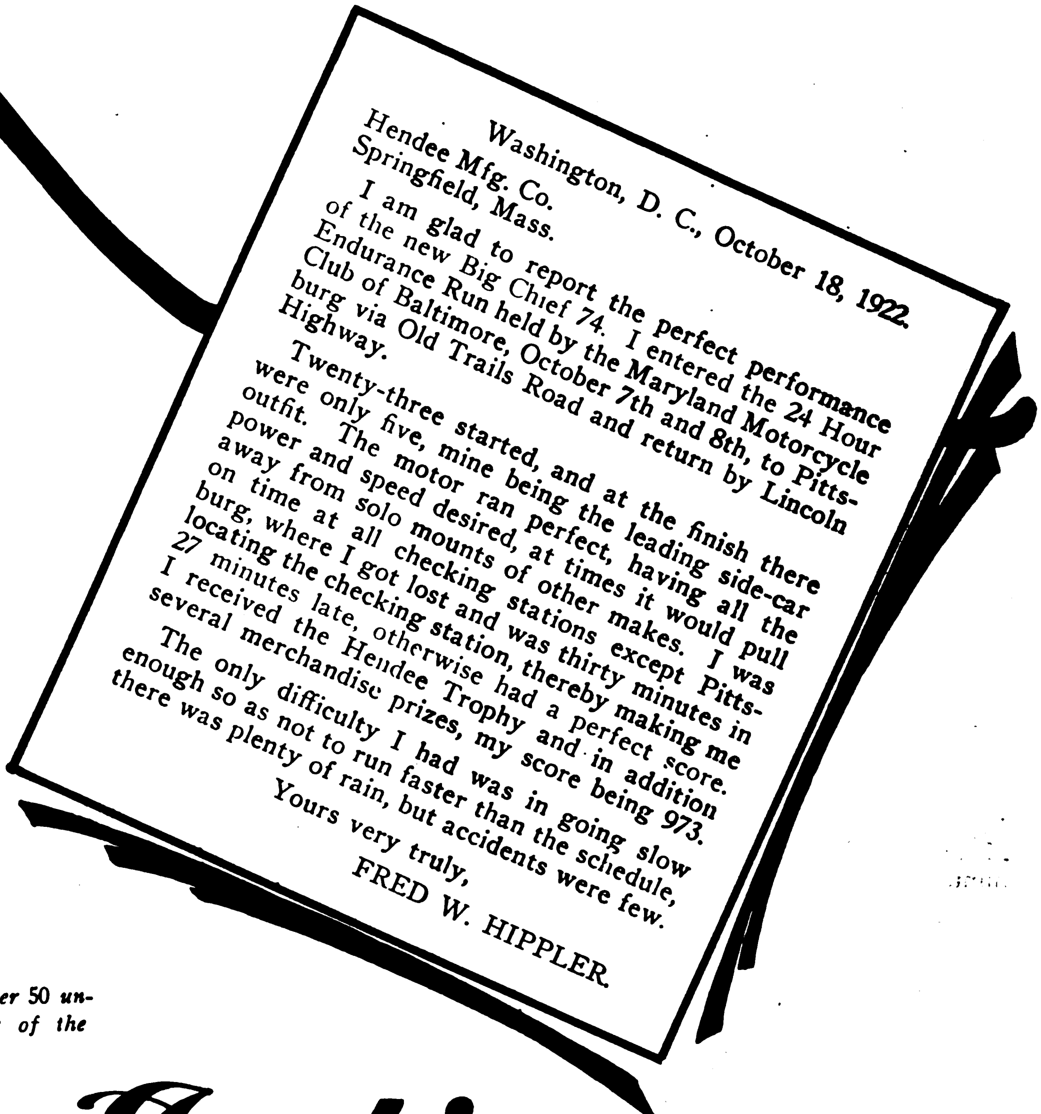
It's the customer who comes *back* who brings the profits. When a man remembers the *tire* he bought last time and *where* he bought it, he becomes a repeater and not a transient — and you benefit. Sell a dozen lines and you become confused with a dozen dealers — sell ONE line, the famous GOODRICH line, and Goodrich service will make the rider remember Goodrich *and you.*

THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio

Goodrich
***Bicycle* TIRES**

"BEST IN THE LONG RUN"

Listen to this



Washington, D. C., October 18, 1922.

Hendee Mfg. Co.
Springfield, Mass.

I am glad to report the perfect performance of the new Big Chief 74. I entered the 24 Hour Endurance Run held by the Maryland Motorcycle Club of Baltimore, October 7th and 8th, to Pittsburg via Old Trails Road and return by Lincoln Highway.

Twenty-three started, and at the finish there were only five, mine being the leading side-car outfit. The motor ran perfect, having all the power and speed desired, at times it would pull away from solo mounts of other makes. I was on time at all checking stations except Pittsburg, where I got lost and was thirty minutes in locating the checking station, thereby making me 27 minutes late, otherwise had a perfect score. I received the Hendee Trophy and in addition several merchandise prizes, my score being 973.

The only difficulty I had was in going slow enough so as not to run faster than the schedule, there was plenty of rain, but accidents were few.

Yours very truly,
FRED W. HIPPLER.

This is just one of over 50 unsolicited endorsements of the

Indian Big Chief 74

Which have been received in the past six weeks

HENDEE MANUFACTURING COMPANY, SPRINGFIELD, MASS.

Largest Motorcycle Manufacturer in the World

***An Indian Sales Franchise* is too good a proposition to be passed by a live dealer.**
Write for full particulars.

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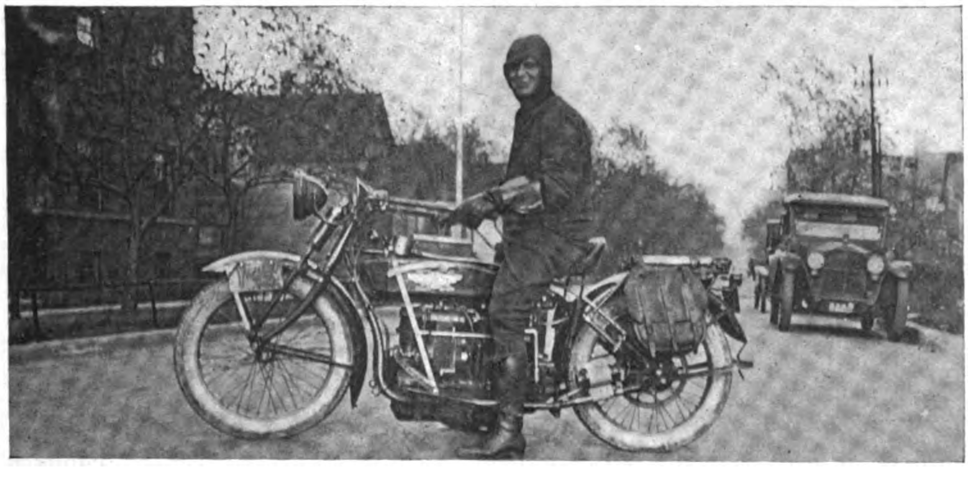
Bennett Smashes Cross-Country Mark

Henderson Rider Slashes "Cannonball" Baker's Los Angeles to New York Record—Does the Trip of 4,000 Miles in 6 Days, 15 Hours and 13 Minutes, Clipping 7 Hours and 39 Minutes From Previous Record

By Walter Bardgett

A HEALTHY cut was made in the transcontinental motorcycle record by Wells Bennett, astride a de Luxe Henderson, when he arrived at Tottenville, Staten Island, at 6:14 p. m. on Tuesday, October 31. Bennett, who left the city line at Los Angeles at 12:01 on the morning of October 25, completed the cross-country trip in 6 days, 15 hours and 13 minutes, bettering the record of 6 days, 22 hours and 52 minutes made by Erwin G. "Cannonball" Baker a month ago by 7 hours and 39 minutes. Bennett got about 12½ hours sleep on his flight across the country.



Wells Bennett and his transcontinental record breaking Henderson

Bennett's mount was equipped with Firestone tires, Zenith carburetor, Simms magneto, Splitdorf generator, Wico batteries, one S. & M. and two Clymer lights, A. C. spark plugs, Duckworth chain, Mesinger saddle and Corbin-Brown speedometer.

Bennett started with a schedule that would keep him ahead of Baker's time all the way across the country and he kept to that schedule, within a few hours. He was lost in Texas for a time, but managed to get pilots out of there into Dodge City, Kansas, and from there on was safe. The roads throughout the trip were fairly good, with Kansas roads very good, but Missouri highways not so good.

On the way across he had no mechanical trouble at all, but was prepared for it with spare saddle springs and other spare parts. Fortunately he did not have to use any of the extras. He did have, however, three punctures en route, two in the back and one in the front.

Bennett had pilots most of the way. E. J. Dodson, of Pittsburgh, met him at Dayton and came through to Tottenville. Maldwyn Jones accompanied Dodson and Bennett as far as Wheeling, W. Va., and then gave way to Harry Immel, of Pittsburgh, who joined the party at Wheeling and also came through to the finish with Bennett.

Bennett was officially checked out from Los Angeles at 12:01 riding motor No. D2020A by J. J. O'Connor, editor of Western Motorcyclist and Bicyclist; Roy Artley, Otis E. Hackett, Eddie Burk, J. Allan Smith, Jr., Jack Horner, Robert L. Donlon, Ed Trabant and Tennant Lee. He was officially checked in at Tottenville, N. Y., by the writer.

Bennett arrived at Needles, Cal., at noon of the same day and at Flagstaff, Arizona, at 10:30 that night. He did not go via Albuquerque, but, instead, hit off into Texas and landed at

SEE-SAW

LOOKS like the transcontinental record was going to be a game of four-cylindered see-saw, unless, perhaps, some one should take the notion to start something with one of the big twins.

Alan T. Bedell's Henderson record of 7 days, 16 hours and 16 minutes stood for over five years. Then last month Cannonball Baker, on an Ace, cut it down to 6 days, 22 hours and 52 minutes, with Bennett, on a Henderson, chasing him across the country as far as Philadelphia, where he dropped out, announcing that he would have another try at it in the near future.

Tuesday night Bennett made good on his claim that he could lower Baker's record by cutting it down to 6 days, 15 hours and 13 minutes.

Who's next? Somebody is going to cut it to 6 days flat before the game is ended.

Amarillo. From there he had to go north to Dodge City, arriving there at 1:30 p. m. the third day. He arrived at Emporia, Kansas, 24 hours later, or 10 p. m. to be exact. He hit Kansas City the following morning at 8:30 and St. Louis that night at 10:45. His arrival at Terre Haute, Ind., was timed at 8:25 on the morning of the 30th and he went through Indianapolis at noon. He met with Dodson and Jones at Dayton at 3:25 p. m., left Columbus at 6:15 and departed from Wheeling at 10:55 for Pittsburgh, where he slept for a few hours. He was checked out from Pittsburgh at 6 a. m. on Tuesday. His time at Lancaster, Pa., was 1:20, Philadelphia 3:25 p. m., and he arrived at Perth Amboy, N. J., in time to catch the 6:05 boat, which landed him at the Tottenville, New York, side at 6:14.

When he started his speedometer registered 9,732 miles and when he stopped at Tottenville the total was 13,132 miles, making 3,400 miles. Bennett, who went to Newark for the night, stated that he estimated that he got about 50 miles per gallon on gasoline and about 700 miles to the quart of oil on the trip across. Bennett will stay in the East for a few days and then ride his record-holding mount back to Chicago to have the machine overhauled.

The factory reports on Bennett's ride as follows:

"He reached Seligman, Ariz., at 5:30, Wednesday, 17½ hours after the start. He checked into Holbrook, Ariz., 636 miles, at 7:30 Thursday morning, 31½ hours after starting. He arrived at Socorro at 8:30 P. M. Thursday, after 44½ hours on the road without sleep. Eddie Ryan, Colorado Springs, was waiting here to put Bennett to bed, and got him started again at 1 A. M. Friday morning. Elapsed time, 49 hours.

Bennett left the Santa Fe trail near Belen and turned off to the right across New Mexico to Vaughn. Vaughn, 1,072 miles, was reached at 9 A. M., after 57 hours on the road. From Vaughn he went on up to Amarillo, Texas, arriving at 9 o'clock, covering 1,300 miles. He checked out of Amarillo at 9:22. E. E. Styll, the Oklahoma City dealer, waited for him at Amarillo, but Bennett left, piloted by local riders, headed north toward the Santa Fe trail. At Stratford near the Kansas border, he stopped for two hours' sleep.

Shortly after this he reached Guymon at 8:30 Saturday morning, and soon after became lost, but found himself later in Dodge City, Kansas. From Dodge City east, the road was better and he hustled on to Emporia, where Enos was waiting, reaching there at 11 P. M., feeling fine. Wells went to sleep, and at 3:55 Sunday morning Wells was headed for Missouri, piloted by Dealer Spiker, of Topeka, who rode Enos's machine. They reached Kansas City at 9:45, leaving at 10:00, piloted by a mechanic from John Ballak's St. Louis store. The ride across Missouri consumed but 12 hours, and St. Louis was reached at 10:45 P. M., Sunday. A new tube was put in the rear tire, and Bennett was on his way. He had done 119 hours, 45 minutes for the 2,300 some miles from Los Angeles. His time on the previous ride was 13 hours. At Vandalia, Ill., Bennett slept three hours, rolling into Terre Haute at 8:25, or 128 hours. Since three o'clock the previous morning, Bennett had covered 625 miles. Baker's time to Terre Haute was 133 hours, 15 minutes, and Bennett's time on his previous trial 136 hours. In Indianapolis, Bennett was checked in by Johnny Merz at 11:30, and left at 11:50, a total of 131 hours, 50 minutes to Indianapolis. Baker's time was 139 hours, 48 minutes. Bennett's time on previous ride was 141 hours."

Some New *Window* Display Ideas

By R. R. Voorhees

NOTHING pays bigger dividends than good window displays. This applies to the motorcycle and bicycle business as well as it does to any other business. Here are some ideas that may be used to advantage to help boost business.

Thanksgiving

Thanksgiving is a good time to put in an attractive window display. Cover the floor of the window with straw and scatter a few pumpkins around to lend to the atmosphere of the display. Then make a scare-crow out of an old suit by stuffing it with straw, letting the straw stick out of the sleeves and coat collar. This scare-crow can be made the central feature of the window display by putting it well to the back of the window.

A motorcycle can be displayed in the center part of the window at an angle to the front of the window.

A large sign should be used in the window with this poem neatly lettered on it:

"With the folks a turnin' homewards
For the gatherin' of the clan,
There's a golden chance to celebrate,
Says the Scare-Crow Man.
"With the turkey on the platter
And a motorcycle near at hand,
There's a real Thanksgivin' for you,
Says the Scare-Crow Man."

The Old Diary

The old diary idea can be used as the basis for a window display that will attract attention. Trim the window about as usual, putting in one or two motorcycles or bicycles.

Then take several pages from an old diary and write on them some such catchy bits as these:

"Took the old motorcycle over the state highway today for seventy miles. Seemed like being born again to get out of the close city into the wide open country with fresh air."

"Went to the falls and back over the week-end. Cheapest trip I ever took and my what sights. Really there isn't anything that can compare with motorcycling."

These pages from a diary can be scattered around in the window, care being taken to scatter them so that they can easily be read from the front of the window, but at the same time to not put them in so that they look as if they had been placed there.

A large sign should be used in this display, worded something like this:

"Pages From a Happy Office Man's Diary."

WHY DEALERS SHOULD KEEP BOOKS

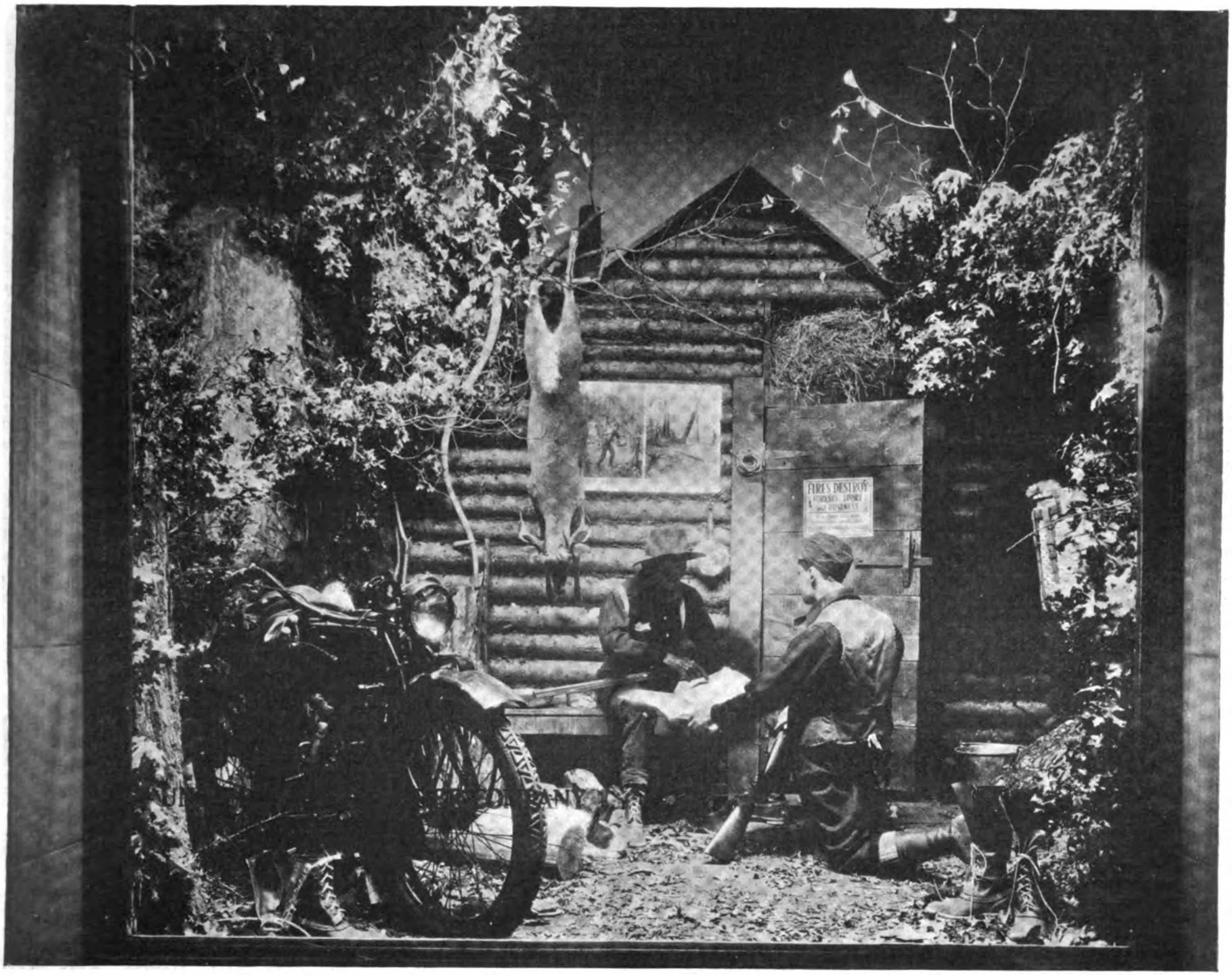
A TWIST of the wrist may start the old motor going again! Maybe a little change in the dealer's business methods would help," says Mr. Wallace Stuart, of Blauvelt & Stuart, Indian dealers at 1827 Adams Street, Toledo, Ohio.

Too many dealers do not keep books properly and therefore do not know where they stand and are not in a position to make proper banking arrangement.

Stuart advises a day book to enter all cash sales, bills, etc. Then, every month, have an accountant come in, strike a balance and make his report. Thus the dealer is at all times acquainted with his affairs. No man can do business without figures and be successful. An accountant charges from $10 to $50 a month, according to the size of the business, and it's well worth it.

A dealer should also make his bank

Seasonal Window Displays are Especially Valuable



HERE is a beautiful show window display and a striking example of the advantage of "seasonal" window trimming. It was arranged by the window trimmer of the United States Tire Co. in their New York City showrooms. Thanksgiving, Christmas, New Year's, Valentine's Day, Lincoln's Birthday and Washington's Birthday are all coming along in the near future. Why not plan a special window display for some or all of these days. Such a display will be effective for a week or ten days preceding the special day represented, but should not be kept too long in the window after the occasion it represents. The public is interested in the present and the future but the past is gone.

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his business partner, send his statements regularly every month to the bank, then if at any time he wants $500 or $1,000 he can obtain credit without waste of time or undue difficulty. This applies, also, should he want a bond, or he can refer to the bank for recommendation whenever needed, as the bank is conversant with his affairs. That is good business and places the dealer on the same footing with other business firms with his bank.

Blauvelt & Stuart believe in advertising, and appropriate about 3% of their sales, though last year they allowed 7% to get acquainted with a new territory. They believe that credit is the basis of commerce and advertising is the child of credit, and the best cure for a business grouch is a good dose of advertising. Facts prove this in the greater number of sales in Indians.

They have a mailing list of 3,000 and newspaper advertising gets them the prestige as well as direct returns.

Keep books, advertise, and keep everlastingly boosting the product you handle is Stuart's advice. He will be at the New York show if he has to walk, for he feels that is necessary to keep abreast with what's what in the Motorcycle and Bicycle industry.

With *the* Trade

PERSONS SELLS DIRECT

Worcester, Mass.—The Persons-Majestic Mfg. Co., has announced the Persons King Comfort Motorcycle saddle with form fitting seat to fit any modern American motorcycle. It will be sold directly to the dealers.

McCANN TO CROSS WATER

New York—Foreign Sales Manager W. G. McCann, of the Hendee Mfg. Co., sails Saturday for a three months' trip abroad in the interest of the Hendee organization. His first stop will be London, where he will take in the great British Motorcycle and Bicycle Show, which opens November 20 and lasts two weeks.

SOME BUSINESS

Chicago.—Stewart Warner Speedometer Corporation for quarter ended Sept. 30 reports profits of $1,657,554 after taxes, against $552,894 for the same period, 1921. Profit for nine months ended Sept. 30, were $3,514,078, against $755,967 in 1921. Total sales are 170% over a year ago. Besides retiring its bond issue, the company has cleaned up its Van Sicklen purchase and owes nothing except for current liabilities.

SEISS CUTS PRICES

Toledo, Ohio.—The Seiss Mfg. Co., 101 Alexis Avenue, West Toledo, Ohio, manufacturers of bicycle horns, Mr. August J. Seiss, Secretary-Treasurer, states they have cut prices to the bone. Because of increased business, they have been able to increase production, therefore decrease costs. The reductions are from 20% to 33 1-3% according to type of horn. The Seiss electric head light for bicycles has broken all sales records this season.

SMITH WORKING OVERTIME

Rochester, N. Y.—"Our daily order sheet is now beginning to look more like 1920 than the slump period we are supposed to be in," says Secretary H. Toppin of the F. A. Smith Co., manufacturers of motorcycle and bicycle lamps. The factory has been working overtime every night for the past month. In addition to a fine domestic business, the company is building up a big export trade, especially with Scandinavia, Australia, New Zealand and the Latin American countries. The export trade is handled through Kane, Hacker & Co., of 256 Broadway, New York.

OBIE KEEPS "DRY"

Toledo, Ohio.—George Hankamer, Sandusky, Ohio, bicycle dealer, keeps bachelor quarters, and when some of his good friends arrive in town he sometimes stages a little poker party. One of his cronies, is O. J. Oberwegner, the popular salesman of the Davis Sewing Machine Co. He was in Sandusky last week, of course a poker party, but during the evening a rain storm came up, so Hankamer to be a good fellow said, "Obie it's raining pitchforks you'd better stay here for the night, so you won't get wet." "All right George," said Obie, "I'll run over to the hotel and get my night shirt." Obie evidently was not thinking about the rain. He must have been losing.

ROLLAWAY WATCH US GROW

Toledo, Ohio.—On December 1, the Rollaway Company will move to the new two-story, concrete and steel modern fireproof factory building just to the rear of present building at 1048 Shepherd. Mr. C. A. Penoyer, general manager, states that expanding business necessitated that they erect their own building, with all the up-to-date equipment peculiar to their business, also with a view of taking care of the volume of orders expected for the next five years at least. "Some tired business men never seem too tired to talk about poor business." That is not Mr. Penoyer. He is all optimism. Watch Rollaway Grow.

HENDEE HAS ANNUAL ELECTION

Springfield, Mass.—The annual meeting for election of officers of the Hendee Mfg. Co., was held at the offices of the corporation 837 State St. Springfield, Mass., on October 25, 1922. The following officials were elected to serve for the ensuing year: President, H. H. Skinner; Vice-President, W. E. Gilbert; Vice-President and General Manager, Frank J. Weschler; Treasurer, John D. Stephens; Secretary, Parmley Hanford. The only change in the Board of Directors was the election of Lindsley Hopkins, a banker of Atlanta, Ga., who is a director of the Federal Reserve Bank in the Atlanta District, director of the American Hide and Leather Company of New York and identified with the directorate of several other large corporations. It is felt that in the election of Mr. Hopkins, a valuable addition has been made to the board. Directors elected were as follows: William F. Bartholomew, banker, Boston; William F. Gilbert, president of the Union Trust Co., Springfield; Harold R. Bemis, President of the Bemis & Call Co., and treasurer Fiberloid Corporation, Springfield; Charles W. Bosworth, attorney at law, Springfield; Frank J. Weschler, Vice-President and General Manager of the Hendee Mfg. Co.; and Lindsley Hopkins, banker, Atlanta, Ga.

E. W. Fish demonstrating an Ace side-car outfit to Joe Dixon, veteran racing star, on a recent visit to the Philadelphia factory

FIRESTONE PROFITS

Akron—Firestone Tire & Rubber Co., which closes its fiscal year Oct. 31, will probably show net profits of between $7,000,000 and $8,000,000. For first eight months net profits were $5,000,000, according to Pres. Firestone. This showing will compare favorably with previous years. The company started the year with inventory at $12,534,369, reduced from $45,163,710 as of Oct. 31, 1920. Current assets were $34,000,000, against current liabilities of approximately $23,000,000, of which $21,000,000 were in notes, regarding which there has been much discussion. The report gained currency from time to time that the company had planned to refund them into long-time securities. Production went above 23,000 tires a day early in the year and reached a peak of 28,000, from which it has receded slightly to 26,000, where it has remained. Because inventory losses of more than $16,000,000 were taken last year, it is doubted if further losses will be shown in the forthcoming statement.

CYCLE EXPORTS FOR AUGUST

New York City—Bicycle exports from the Port of New York during August were valued at $2,834. During the same period 901 motorcycles valued at $217,133 and parts of cycles, excepting tires, valued at $98,326, were exported. The amounts by countries, with the number of motorcycles given, follow:

Bicycles—Greece, $15; Roumania, $33; Sweden, $19; England, $15; Honduras, $42; Panama, $311; Newfoundland, $32; Bermuda, $43; Jamaica, $38; British West Indies, $82; Cuba, $655; Dominican Republic, $124; Dutch West Indies, $68; Haiti, $248 Colombia, $370; Hong Kong, $57; Japan, $207; Kwantung, $120; Philippine Islands, $284; British West Africa, $46; Portugese Africa, $25. Total, $2,834.

Motorcycles—Austria, $521 (2); Belgium, $14,049 (59); Czechoslovakia, $2,970 (23); Denmark, $1,650 (7); France, $4,797 (18); Italy, $8,247 (36); Malta, $325 (2); Netherlands, $51,858 (220); Norway, $7,169 (34); Portugal, $4,308 (17); Spain, $3,138 (12); Sweden, $3,280 (16); Switzerland, $4,748 (19); England, $500 (1); Ireland, $125 (1); Panama, $154 (2); Mexico, $235 (1); Jamaica, $148 (1); Trinidad, $600 (1); Dominican Republic, $356 (1); Dutch West Indies $719 (3); Argentina, $2,180 (7); Bolivia, $350 (1); Colombia, $340 (3); Uruguay, $1,055 (3); Venezuela, $100 (1); British India, $5,361 (22); Ceylon, $950 (4); Java, $10,877 (48); Greece in Asia, $103 (1); Japan, $7,951 (33); Philippine Islands, $978 (4); Australia, $53,778 (200); New Zealand, $20,868 (90); British South Africa, $2,445 (8). Total, $217,133. Number, 901.

Parts of Cycles, Except Tires—Austria, $97; Belgium, $865; Czechoslavakia, $719; Denmark, $5,865; Finland, $495; France, $10,455; Iceland, $28; Italy, $2,741; Netherlands, $11,710; Norway, $6,257; Portugal, $1,405; Spain, $1,146; Sweden, $2,905; Switzerland, $1,129; England, $3,409; Panama, $135; Mexico, $629; Bermuda, $453; Jamaica, $91; British West Indies, $84; Cuba, $671; Dominican Republic, $315; Dutch West Indies, $110; Haiti, $10; Argentine, $1,945; Bolivia, $140; Brazil, $194; Colombia, $20; Uruguay, $153; British India, $191; Ceylon, $38; China, $391; Java, $5,150; Japan, $18,901; Philippine Islands, $306; Australia, $12,080; New Zealand, $5,134; British West Africa, $25; British South Africa, $482; British East Africa, $445; Portugese East Africa, $33; Spanish Africa, $974. Total, $98,326.

GOODYEAR IN CANADA

Toronto, Can.—The annual general meeting of the Goodyear Tire & Rubber Company, of Canada, Limited, was held at the King Edward Hotel, October 30. This report showed that, after making allowance for depreciation and after setting aside the sum of $400,000 for special reserve, the profits of the company were slightly in excess of $1,000,000. The figures indicate that the profit for the first six months of the fiscal year amounted to $251,295, this fact emphasizing the general improvement in trade conditions in recent months. The new plant of the Canadian Goodyear, at New Toronto, is completed and it is being operated day and night, whereas a year or two ago it was only on part time.

AUSTRIAN MOTORCYCLE MARKET IMPROVING

Washington, D. C.—American motorcycles ranging in price from $150 to $250 will find a market in Austria, according to A. Leo Widinsky, clerk to the Trade Commissioner at Vienna, Austria. In the opinion of experts, a limited number of machines selling for about $300 could also be disposed of here, in spite of the financial difficulties prevalent in the country. The chief requisite is a live and enterprising representative with good local sub-agents. Delivery from stocks is also an important factor, as changing prices (due to the great fluctuations of foreign currencies) make payment two and three months after ordering too great a risk. This factor could be met by having stocks in some central European city ready for shipment to other points. German factories are at present unable to meet this requirement, taking from 3 to 12 weeks for delivery. Even high-priced motorcycles could be sold at a fixed price and with prompt delivery, as many buyers are willing to pay a high price with the placing of the order rather than take the risk of still higher future prices. The need for a cheap means of transportation, brought on by the frequent strikes of railway and street car workers, rising fares, and the high cost of operating passenger cars, has resulted in the popular use of bicycles with auxiliary motors. Small motors of ½ to 1½ horsepower have been finding a ready market, one German concern having sold over 4,000 during the past year. These motors are nearly all of one type—air-cooled, two-cycle, single-cylinder models, with an automatic float-feed carbureter and belt drive, but without a clutch or change of gears. Prices in Austria vary continually, depending to a great extent upon those in effect in Germany. Second-hand motorcycles are selling at present for $85 to $250. German prices are increasing from 20 to 50 per cent. weekly, while the exchange rate of the German mark does not rise in proportion. Austrian conditions demand motorcycles with good springs and fitted with a small gear, on account of the many steep inclines. The motor should be capable of always maintaining 2½ horsepower. Extensive propaganda would open up a new field to dealers among the large class of wealthy peasants. German manufacturers have made no attempt to open up this field, as they have plenty of work on hand.

[The entire report from Mr. Widinsky, which includes 16 plates of motorcycles and motorized bicycles manufactured in Germany and Austria may be secured from the Automotive Division or the district or co-operative offices of the Bureau of Foreign and Domestic Commerce by applying for exhibit No. 4756.]

GERMAN SUES AMERICAN BOSCH

White Pains, N. Y.—Dissolution of the American Bosch Magneto Company, restoration of its control to the pre-war owners and damages of $2,000,000 are asked in a suit filed in Supreme Court here by Albert Klein, a resident of Germany, through his counsel, Harvey Andrews, of New York. Naming A. Mitchell Palmer, former Alien Property Custodian, as a defendant, along with Arthur T. Murray and Martin E. Kern, officials of the company, Klein alleges that the trio used Palmer's official position to defraud the pre-war owners out of their property. Klein asks that a receiver be appointed to take over and operate the plant pending decision on his suit.

PREST-O-LITE CONCENTRATES AT INDIANAPOLIS

Indianapolis, Ind.—The Prest-O-Lite Co., Inc., has moved its main offices from New York to Indianapolis. All departments, except the small tank sales department, are now here, and after November 25 the small tank sales department will also function at Indianapolis. "This move, bringing sales, service and production into close relation at the most central point of distribution east of the Rocky Mountains," says General Sales Manager Oscar F. Ostby, "will enable the company to give its customers unequalled service." Latch-string is out to all products at the Speedway plant at Indianapolis.

SOUTHARD ON THE JOB

Toledo, Ohio.—"You can't catch fish with the wrong bait," states Mr. F. E. Southard, Jr., sales and advertising executive of the Toledo Metal Wheel Co. "We have one of the finest lines of children's vehicles manufactured, and that is the bait that brings in the orders. Some people know the price of everything and the value of nothing," quotes Mr. Southard, "but it has not been the case with our customers. They knew quality. Therefore the big business. We are already making plans for next year and hope to double our business," he says. Guess they will, if all the organization is as peppy on the job as Southard.

ENGINEER FRANKLIN GOES WEST

Springfield, Mass.—Charles B. Franklin, Chief Engineer, at the Indian Factory leaves this week for a several weeks' trip through the Middle West and Pacific Coast. Mr. Franklin is the daddy of the Indian Scout and Chief and it is primarily to discuss with Indian dealers future engineering development of the Scout and Chief that he is taking this long swing around the country.

SURRE BACK FROM COAST

Erie, Pa.—W. J. Surre who signs himself "Bill" has just returned from his first trip to the Pacific Coast in eight years. Yes, he had a fine time thank you. In Los Angeles he ran into another "Bill," W. G. Schack, of the Emblem, and they routed out the jobbers and had a bowling contest. Mr. Surre reports that he found the bicycle business from Denver to California, through the northwest, Seattle, Tacoma, Portland, Spokane, and down the coast, in excellent condition, and the jobbers predicting a big year ahead. Stocks are not heavy, and many are waiting shipments. For his own lines, Corbin Coaster brakes and hubs, Manhattan grips and medal rubbers, Rastetter rims, Corbin bicycle locks, Gillette tires and Mac-Con mud guards, braces, etc. Surre said business was fine.

WEER KNEW IT ALL THE TIME

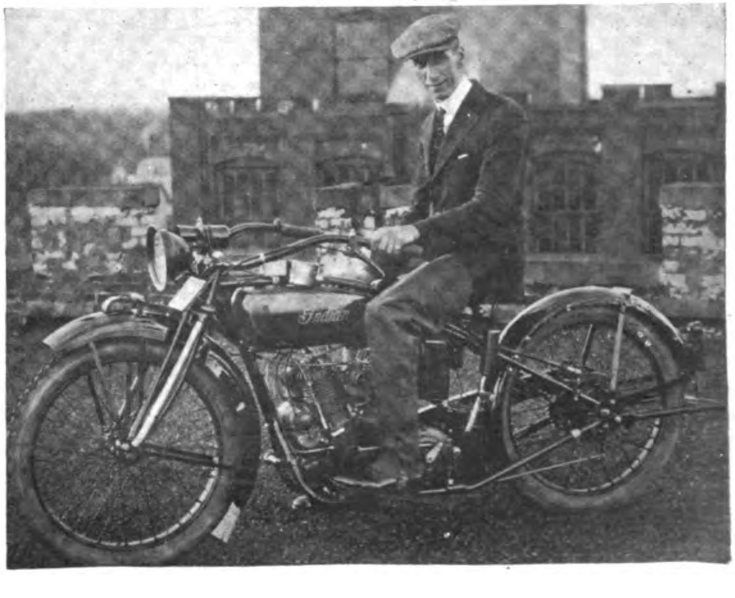
Indianapolis, Ind.—President P. W. Weer of the Mid-West Storage Battery Co., is going around these days with an "I Told You So" smile on his face. The reason? A Mid-West battery was part of Cannon Ball Baker's transcontinental record breaking equipment and Baker has reported that it gave absolute satisfaction. President Weer reports an excellent business and predicts a big season for 1923.

RIVER STARTS THREE SPECIALTY SALESMEN

Toledo, Ohio.—The Toledo Rubber Co., of 428 Summit Street, Toledo, Ohio, has put three salesmen on the road to cover Ohio., Indiana and Michigan, specializing in bicycles and juvenile vehicles. All things come to him who waits, but not as fast as to him who goes after it, is the policy of this firm. A. D. Rivers, sales manager, reports dealers are stocking big this year, and rush orders are coming in every day. You may expect to see Mr. Rivers at the New York show, with a pencil ready to place orders.

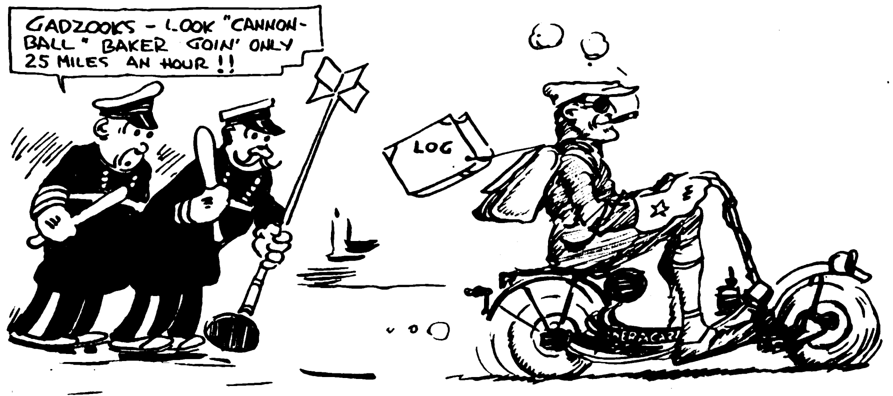
LOWER GAS—MORE SALES

Washington, D. C.—American Commercial Attache Towers, London, England, cables: "The recent reduction of 5d. per gallon in the price of gasoline to the dealer and 5½d. to the consumer has caused a considerable stir in Great Britain, and it is naturally expected that the demand will increase accordingly. It is expected that this reduction will result in increased sales of passenger cars and other automotive vehicles.

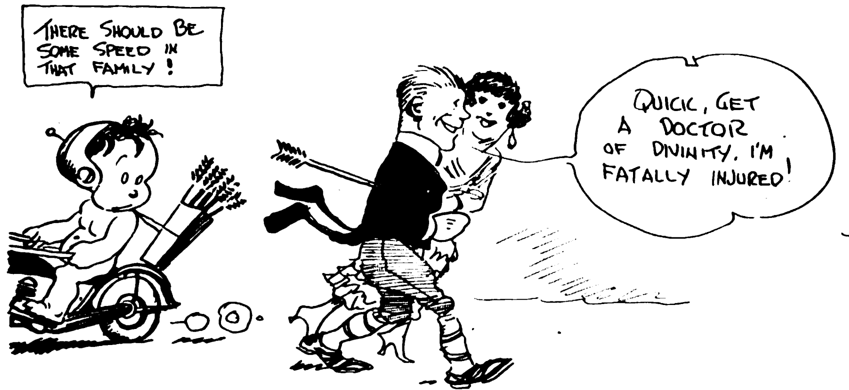


Chief Engineer Charles B. Franklin of the Hendee Mfg. Co., who is off for a tour through the West, and the Pacific Coast

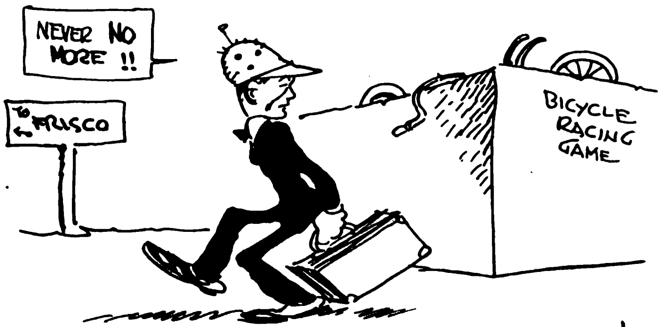
WEEKLY WHIRL of WHEELS


GADZOOKS - LOOK "CANNON-BALL" BAKER GOIN' ONLY 25 MILES AN HOUR !!
LOG
NERACAR

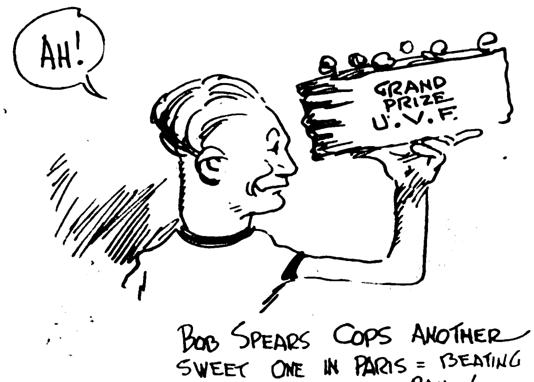
"CANNONBALL" BAKER IS TOURING TO LOS ANGELES ON A NERACAR FOR AN ECONOMY RECORD - WILL KEEP STRICT ACCOUNT OF ALL GAS AND OIL AND REPAIRS


THERE SHOULD BE SOME SPEED IN THAT FAMILY !
QUICK, GET A DOCTOR OF DIVINITY, I'M FATALLY INJURED!

ROY ARTLEY, WESTERN ROAD AND TRACK STAR, MARRIES MISS CAROLINE L. MOSBACHER, SISTER-IN-LAW OF FRED LUDLOW, ANOTER RACING STAR

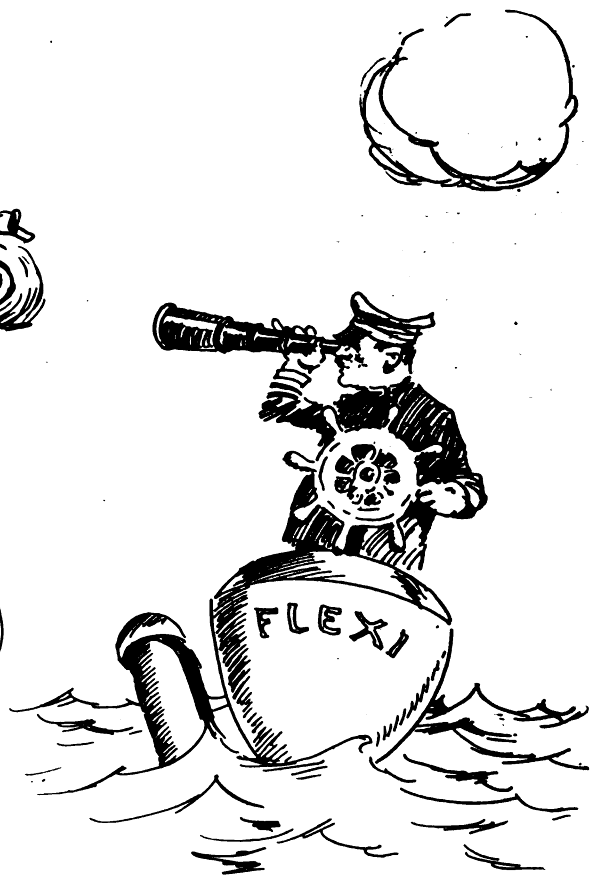

NEVER NO MORE !!
TO FRISCO
BICYCLE RACING GAME

PERCY LAWRENCE QUITS THE RACING GAME - FOREVER!

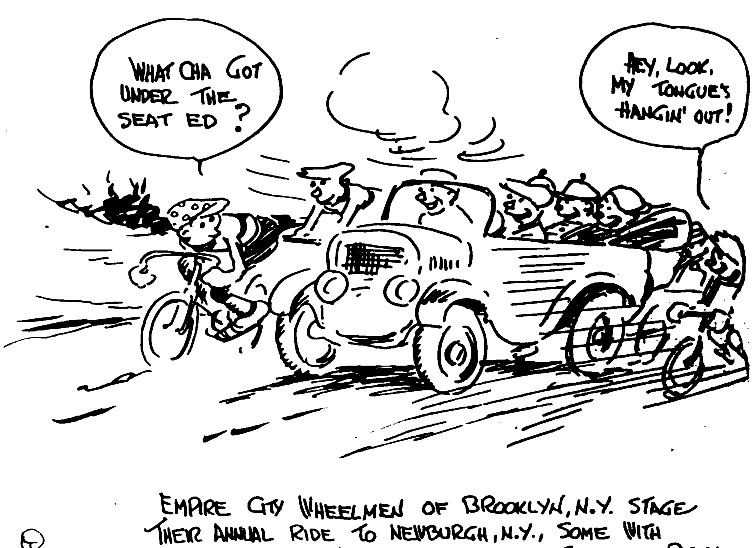

AH!
GRAND PRIZE U.V.F.

BOB SPEARS COPS ANOTHER SWEET ONE IN PARIS = BEATING MOESKOPS, MORETTI AND BAILEY

Howard Freeman



ED BUFFUM TAKES THE HELM AS SALES MANAGER FOR FLEXIBLE SIDECAR CO. OL' CAP ED RODE A HIGH WHEEL, WAS PILOT FOR MERKLE; IN 1911 BECAME SKIPPER FOR HENDEE; IN CANADA FOR HENDEE AND THE CAP KNOWS EVERY RIPPLE IN THE GREAT SEA OF BUSINESS


WHAT CHA GOT UNDER THE SEAT ED ?
HEY, LOOK. MY TONGUE'S HANGIN' OUT!

EMPIRE CITY WHEELMEN OF BROOKLYN, N.Y. STAGE THEIR ANNUAL RIDE TO NEWBURGH, N.Y., SOME WITH AUTOS, AND IT WAS A GRAND AND GLORIOUS PARTY

In the Scott trial. One of the numerous fords. Many riders attach upturned extensions on their muffler pipes

Small Motors British Favorite

Two and Three Fourths Horse Power Is the Popular Design Just Now. Economy a Big Consideration

From a British Motorcyclist

LONDON.—The competition season over here is drawing near its finish. But that is not to say that the motorcycling world is lying down and going to sleep. Far from it. The annual Olympia Show is approaching (it will be held from Nov. 25 to Dec. 2), and the manufacturers are getting busy on their next year's plans.

From the look of things at the moment, there will be hardly a factory next year that is not to produce one of those handy little 2¾ h.p. machines that are all the fancy in England just now. For many a year the 3½ h.p. single-cylinder was the Britisher's ideal. It would move him over the map at as high a speed as was healthy, and when he got hitched up with something fluffy he could clip on a sidecar and still carry on comfortably over the good English roads.

But nowadays engine efficiency has got such a move on that the 2¾ h.p. bike with its lower weight and smaller running cost has begun to oust its bigger brother from the solo field. Some of the firms who have marketed the 2¾ h.p. bus for the last few years have proved that these little sloggers can do practically all that the bigger machines could do, and do it at a lower running cost. For the average 2¾ h.p. single-tracker covers well over the round hundred on a gallon of juice, and, because it kicks the beam at under the 200-lb. limit which the licensing authorities have decreed shall be the line of demarcation between the 30s. and the £3 tax ($7 and the double respectively), it has another useful economic point in its favor in these hard times.

That is why the lightweight has commanded the lion's share of the British market this year. Remember, our roads on the whole are really splendid, and you can cover England from north to south and from east to west without finding many stretches of main road where there are any bumps to shake you up. But that doesn't mean to say that you *can't* find some sticky going if you set out to look for it. Let me tell you about the Scott trial.

There is a make of bike which is held in high repute over here called the Scott. It is neat water-cooled, two-cylinder, two-stroke, and it is made up at Saltaire, which is on the fringe of the Yorkshire moors, where they shoot the grouse. Now, although England is not so big as you'd notice it if you dropped it in the American continent, and is generally supposed to be pretty thickly populated, you can practically have the world to yourself once you get amongst the Yorkshire moors. Because the hills are so many and so steep, it follows that the main roads don't find their way about this moorland country, but here and there are cart tracks and long-forgotten roads that they used to use before the engineers found out how to build a road through a mountainous district without taking it up the sheer sides of the hills.

At any rate, the Scott boys, who

live amongst these moors, have hunted out some of the worst bits of going they can find, and have strung the tidbits together to make a course of about 85 miles, out of which only about 10 miles are anything like roads. They have unearthed grass grown tracks, with gates in plenty, boulder strewn paths, and water splashes where a meandering river trickles its way across the stony track. And then, having mapped this out and marked the trail with blue powder, arrows and placards, they invite any motorcyclist who fancies his chance to come and beat them—if he can! Usually he can't, because the last umpteen Scott trials have been won by the Scott boys themselves.

Really, the whole trial develops into a race, because the schedule speed is set at 20 m.p.h. And even 10 m.p.h., when you are continually falling off your machine, or stopping to open a gate, or paddling through a water splash, needs just *some* going. Of course, if you've borrowed a pal's bike for the occasion, you don't particularly mind risking doing it a bit of no good, but if you've foolishly brought your own bought-and-paid-for bus you feel a little tender-hearted when you feel it crashing over rocks and humps. Hardly a machine gets through without losing one or both of its foot rests, and if *that's* the sum total of the damage you can think yourself darned lucky. Often you come off with such a whop that you don't dare to look if the frame's got a kink in it, because usually it has.

But talk about sportsmen! Nobody seems to care a hang about the tumbles, and such a crowd of cheery fellows you never did meet. That's the way they breed them up in Yorkshire, though. I am firing across a couple of photos of the trial, but they don't convey much of an impression of the course because it's a difficult matter to lug a camera out to the wildest parts, which are miles away from the main roads, and your pressman has to think about getting home again after the trial is over. However, you can get some sort of an idea of this sticky business.

LOOKING AHEAD

WHAT our English correspondent says about the predominance of the lightweight in England and the marked tendency to reduce the horse power still further is very interesting. It should be remembered, however, and the correspondent calls attention to this, that England has wonderful roads. It is also doubtless true that the English manufacturers get much more per cubic inch of piston displacement out of their machines than we do on this side.

The difference is between scores of manufacturers with relatively small production, all striving for the greatest possible mechanical refinement; and a very few manufacturers with large production, depending more on displacement than upon refinement for results. Broadly speaking, British motorcycles are made by hand while American motorcycles are turned out by automatic machinery.

It must also be remembered that there is comparatively little chance for the English motorcyclist to subject his machine to the daily rough usage that is the lot of the average American machine. Conditions in the two countries are not at all alike, and each has developed the type of machine best suited to it.

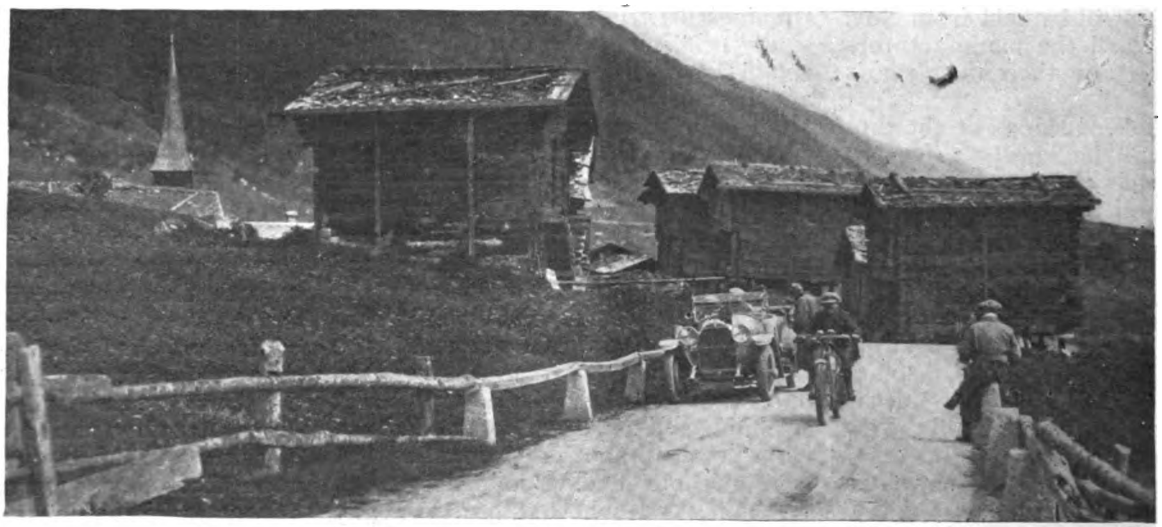
However, it should be recognized that the rapid road improvement in this country will be followed by a corresponding enlargement of the market for the small motor. The time is coming when it will be as popular in this country as it is across the water. The question is, will American manufacturers be prepared to supply this market or will they let loyalty to the big motor blind them to the rapidly growing demand for equal efficiency in smaller bulk?

The approach of show time always brings a heap of new records, all of which, over here, are made at Brooklands track. There has been some little bother there about the noise of the racing machines, and, of course, you know that they put the kibosh on the 500-mile race, which was to have been run on Sept. 23rd. Incidentally the man who won the race last year on an Indian—Herbert LeVack—has been more than ever in the limelight recently. Now he is with the famous engine makers—J. A. Prestwich & Co.—and he rides different machines which fit the J. A. P. engine. Just before the T. T. races this year he turned out with a 2¾-hp. J. A. P. engine with overhead valves driven by a vertical shaft from the timing box on the crank case. A good deal of the engine's design was his own work, although Mr. Prestwich, Sr., was responsible for the basic idea. At any rate, Le Vack has been doing some wonderful things with this engine, and a week or so ago he boosted the flying kilometer record in the 350 cc. class up to 93.79 m.p.h. Think of it!—faster than the 1,000 cc. record of two years ago (the one which the same rider on a big Indian pushed up to 107.55 m.p.h.). In fact, Le Vack talks about 125 m.p.h. with a 1,000 cc., so I guess you'll have to pull your socks up soon.

Before the show comes off I expect I'll have to say some more about Le Vack, so now I'd better mention that there are other speedmen in England, and that they, too, are busy on records. The Norton men—O'Donovan, Judd and Horsman—recently put up a "double-twelve" hour record (we can't run continuous 24-hour stunts at Brooklands because of the people who live round about the track) at a speed which was over a mile a minute for the whole period. Emerson, the Douglas merchant, has also been going some, and I sent you a picture of his bus, which is a kind that you don't go in for over in the States.

THE IRISH CYCLIST SAYS:

"A cycling tour provides new pleasures, new interests and new experiences."



At the outskirts of a Swiss village in the Alps

Motorcycle Polo *Looks* Dangerous But It Isn't

Polo team of the San Francisco Motorcycle Club. Left to right, H. Terry, Pat Speer, Ed. Christie, M. Calonico, Finnigan Speer and Gene Ewing.

A LOT of men interested in the motorcycle game in California and Nevada believe that if motorcycle polo, as played in these two states, could be introduced to the East, it would result in a boost for the iron steed that would make racing and even hill-climbing, look like last year's ads.

Since the San Francisco Motorcycle Club won the championship of California and Nevada, by defeating the Oakland Motorcycle Club's polo experts, at Idora Park, Oakland, Dave Crommie, Manager of the San Francisco teams has received a number of inquiries from clubs in the East about how the game is played.

"You can't teach motorcycle polo by correspondence," said Crommie, in giving his views for the "Illustrated." "I'm writing and telling them as well as I can, what the rules are, but that's not it. You've got to see it done. Motorcycle polo takes very skillful riding and riding of a special kind." And then Crommie told the latest ambition of himself and the other motorcycle poloists of the Club:

"We want to go to the 1923 M. & A. T. A. national rally and "show them." I've talked to Verne Gutherie, of the Harley-Davidson factory and he certainly was interested in the game. I am also trying to interest the Indian factory heads. We could go to give exhibitions at the meet and to meet any other clubs that would challenge us, or we could go to give instruction to Eastern Clubs that want to learn motorcycle polo, as it is played here. In between rains, we are going to practice all winter." Mr. Crommie added that he had seen a "movie" the other day of some Chicago police playing a game tagged as "polo."

"It was an awful mess," he said. "Real polo on motorcycles has not got East of the Rockies, yet. What we want to do, is to go there and start the riders playing, too.

"It's a wonderful game—thrilling from start to finish—nobody goes away disappointed," declared M. C. Tracy, of the Dudley B. Perkins, Harley-Davidson agency and past president of the San Francisco Motorcycle Club: "Polo, as played at Idora Park and here, is full of surprises—thrills and spills from start to finish, especially when the San Francisco men play, for they're full of action. Poloists here use a little ball, lots of speed, hit it with the foot,—it is against the rules to touch it with the hands—and show riding that takes the spectators' breath away. After one of the games, a San Francisco morning newspaper called it: 'Suicide polo, invented by the Undertakers' Union'—that's because it *LOOKS* so dangerous. Yet there hasn't been an accident. I don't believe anyone ever skinned a shin, a hand or a knee at it."

The Oakland Motorcycle Club is credited with having originated motorcycle polo, as played in California and Nevada. They now have two teams.

MECHANICAL KINKS

Waterproofing Sidecar Tops

Sidecar tops which have seen much service, especially when they have been kept folded much of the time, tend to check and crack and get leaky as well as unsightly. As a temporary waterproofing the top can be painted over several times with a thin solution of rubber in naphtha. Use proportion of eight ounces of solution to one quart of naphtha. Allow each coat to dry thoroughly. This is not as good as treatment with special top dressings, but many motorcyclists cannot get these preparations readily.

Rust on Tires and Rims

One of the best means of getting long life from tires is in keeping the casing and rims free from rust. When the machine has done much work in slush, rain or snow, it is a measure of economy to take off the tires and examine them and the rims for rust spots. Clean off all spots and streaks from the casings. Rust rots the fabric rather than the rubber. Sandpaper off the rims, clean with gasoline and when dry coat with an air-drying enamel or good varnish.

Keeping Exhaust Pipes Neat

The motorcycle industry is the only one that finishes exhaust pipes in nickel-plate or "white" and under the heat of the exhaust the pipes burn purple or orange. Road dirt and moisture tend to remove the plating. The pipes need regular attention if they are to look neat and this can be done by giving them a thorough cleaning followed by a rubbing with an oily rag when warm. If this cleaning and oiling is done when the motor is new, much of the discoloration can be prevented.

Preventing Bracket Breakages

Many of the tail-light brackets on motorcycles get lost by being shaken or vibrated off, as they are fastened rigidly to the mudguard. Much may be done to prevent this by refixing the brackets to the guard with thick rubber washers between. Use rubber at least half an inch thick and put the screws or rivets up tightly. If you cannot get the holes bored in the washers, take a piece of brass tube about 1/8th inch in diameter larger than the hole required and drill with this, keeping the edge wet all the time.

What Motorcycle Clubs *and* Riders Are Doing

DEAF MUTE ON LONG TOUR

Holyoke, Mass.—John Tolpa, a deaf mute, has started on a motorcycle trip across the country. He is taking the journey easy and enjoying the sights. This trip is the fulfillment of plans that John has been making for the past three years.

ST. LOUIS CLUB

St. Louis, Mo.—J. Earnest Criner, who was elected president of the St. Louis Motorcycle Club two weeks ago, has resigned and a new president will be elected at the next regular meeting. The club gave a hare and hound chase on Sunday, Oct. 29.

NEW CLUB IN BROOKLYN

Brooklyn, N. Y.—Brooklyn has a new motorcycle club, with headquarters at 305 Patchen avenue. H. B. Shotwell president. It will be known as the American Motorcycle Club. Riders of all makes of motorcycles will be welcomed to membership. The club is planning an active season of winter riding and social events. The first run was held Sunday. The next meeting will be at 8 o'clock Friday evening, Nov. 3. The club is 100 per cent. M. & A. T. A.

NEW BELGIAN RECORDS

Brussels, Belgium.—Jules Taymans has won a number of important competitive victories this year. His latest performance was at Brussels, October 24, when he established new Belgian kilometer records, attaining a speed of 98 miles an hour solo and 82 miles an hour with a sidecar. Taymans used one of the new pocket-valve racing Excelsior motors.

WILMINGTON SEALED TIME RUN

Wilmington, Del.—The Wilmington Motorcycle Association held a combined sealed time run to Reading, Pa. The riders were met by the Reading Club and conducted to the spacious rooms in the Lumback Building.

William Schweizer was awarded first prize. C. T. Ware captured second place and D. T. Van Sice took third place. Schweizer, by virture of his victory, secures a lap on the silver trophy that is now held by W. Hambleton.

NEW BROOKLYN INDIAN CLUB

Brooklyn, N. Y.—About a month ago L. Scala, 4416 Fourth avenue, called together a half dozen riders to discuss forming a motorcycle club among the Indian riders in Brooklyn. A tentative organization was formed and the club organized with seven members. They started out to interest their friends, with the result that in less than a month's time there is an enhusiastic crowd of over 80 now registered as members in this club. A club room has been engaged and this live aggregation is looking forward for some real good times during the winter months.

REGISTERED M. & A. T. A. CLUB NO. 150

Chicago, Ill.—The Delancy Motorcycle Club, 153 Ludlow St., New York City, has just been organized and is now M. & A. T. A. registered Club No. 150. Officials for the coming year are: Joe Kaufmann, president; John Schneiderman, secretary; Fred Maas, referee. The club meets regularly every Friday night. This is a good line up of club officials and the members of the Delancy Motorcycle Club can look forward to numerous activities during the fall and winter.

NEW DUTCH CHAMPION

Milwaukee, Wis.—Another triumph for Harley-Davidson motorcycles was scored in the Dutch Championship Trials held at The Hague, September 16 and 17. Seven out of ten places, including the solo, sidecar and team prizes were won by the Milwaukee made motorcycle. J. A. F. Bolland, a Harley-Davidson rider, is now the national motorcycling champion of Holland. The news of this Holland victory for Harley-Davidson motorcycles follows close upon that of similar sweeping victories in the Six-Day Switzerland Trials and the Italian Championship Paces held at Milan.

WIL-DEL VISITS READING

Wilmington, Del.—The combined sealed time run and visit to the Reading Club of the Wil-Del Motorcycle Association developed plenty of close competition, for after totalling all the riders' time and dividing by number of riders the average of 6 hours 10 minutes resulted. William Schweitzer won first prize, which also entitles him to one leg on the silver trophy, now held by W. Hambleton. Schweitzer's time was six hours nine minutes. C. F. Ware, taking his first competitive run, only recently joining the association, won second prize, time six hours one minute, closely followed by Dealer D. T. Van Sice in six hours flat. Huber, having had tire trouble, made it in 6 hours 51 minutes. Cloud, the last man, leaving both Wilmington and Reading, who experienced tough luck both ways, in trying to make up lost time, he overdid it, making the trip in 5 hours, 49 minutes, which put him out of the prize-winning clasp. The Reading boys met the visitors five miles out. Upon arriving at the Reading club rooms, they made everyone feel like a member and then surprised the entire bunch by taking them to a restaurant and treating them to a full course dinner. The Wilmington riders made quite a hit with their new arm bands, red with words Wil-Del engraved in a gray diamond, red and gray being the club colors.

ATLANTA RIDER KILLED

Atlanta, Ga.—P. R. Wolff, better known all over the South as "Speed Wolff," was thrown from his motorcycle Saturday night, October 20, and fatally injured. He with two other riders were rounding a curve on what is known as the Stone Mountain Road and Wolff's front tire came off the rim. Cecil Gray placed him on the rear of his motor and brought him home. Wolff was able to get off and walk up the steps into his home; joked with his wife about his fall. A doctor was called in and wounds to his kneecap dressed. Later on he grew worse and was ordered to the hospital. It was found that his skull had been fractured in several places, his jawbone broken in three places and kneecap knocked off. On reaching the hospital he became unconscious and died a few hours later. The funeral cortage was escorted by thirty motorcycle riders.

DICK BREAKS INTO THE MOVIES

St. Louis, Mo.—Dick Powers, of New York City, will shortly sport an M. & N. T. A. gold medal with an extra bar for return trip. He rode from New York to Los Angeles and passed through St. Louis on the return trip. His reports on the roads was interesting. It took him three days to push his Scout from Kansas City to St. Louis. Mud and ruts make this road almost impassable at this time of the year. While on the Coast, Dick invaded the movies. We haven't the dates of the release, but the big feature comedy film, entitled "Wide Open," will, no doubt, be seen by most of the country's motorcycle fans. It will show Dick Powers in a series of hair raising stunts. Dick lost several square inches of skin and broke a footboard bracket. He says there's money in it, but for a steady diet he prefers the cross country stuff.

TORONTO ENDURANCE RUN

Toronto, Can.—Something very real in the way of a test of stamina and grit for both riders and machines was the endurance run which was staged by the Toronto Motorcycle Club over a triangular course of 117 miles extending out from Toronto. The ride was held in the pouring rain and over roads that had been selected for their wretchedness, while, to add bitterness to the ordeal, the run was twice staged. The first time it was held, the run had to be declared no contest because of an unsolvable tangle in starting arrangements, so that it was necessary to send the competitors over the course (117 miles) a second time. Despite the rain and the roads, 13 out of 18 starters in the second trip were finishers. There were four perfect scores, including three Harley-Davidsons and an Ace, the Harley-Davidsons being adjudged the winner of the team prize. The scores were: 1, J. Menton, Harley-Davidson, 1,000; 2, E. Brandt, Ace, 1,000; 3, W. Hawk, Harley-Davidson, 1,000; 4, M. Moffatt, Harley-Davidson, 1,000; 5, Arnold O'Donnell, Henderson, 993; 6, H. Lemon, Indian, 985; 7, W. Ward, Henderson, 983; 8, A. Shuttleworth, Indian, 982; 9, P. A. McBride, Henderson, 980; 10, C. W. Johnston, Indian, 975; 11, George Orange, Douglas, 922; 12, H. McMillan, Indian, 914; 13, B. Byles, Henderson, 900. Other starters included Steen, Harley-Davidson; Sleemans, Harley-Davidson; H. Boniface, Royal Enfield; Richards, Indians; Hutchins, Indian. An unusual arrangement provided for the run was the holding of a sealed watch by each of the contestants, the officials and checkers taking the time by a man's own watch. Each timepiece was placed in a small box which had an opening through which the face could be seen. These boxes were duly sealed for the run. Every rider then knew exactly how he stood by the official time, because his own watch was "it."

ATLANTA ENDURANCE PLANS

Atlanta, Ga.—The Atlanta Motorcycle Club, which is promoting the second annual endurance contest along with The Atlanta Journal, has selected the route as follows: Leave from Atlanta Journal building on Thanksgiving morning at 6 a. m., then to Madison, Ga., where the first rider will be due to arrive at 8:40, then to Thompson, to Augusta, Ga., arriving there at 12:30. One hour for dinner in Augusta, then on to Columbia, S. C., arriving there at 4:36. Columbia being the night control, the riders' machines being locked up for the night under guard. The following morning they start at 6 o'clock, arriving at Greenville, S. C., at 10:13, and Anderson at 11:38. At Anderson thirty minutes will be allowed for lunch. Leaving there at 12:08 and arriving at Athens, Ga., at 2:33, the first rider should reach The Atlanta Journal building on the evening of Dcember 1 at 5:33 o'clock. Each rider must be a member of the M. & A. T. A. and hold his card to date for same. Already twenty-six riders have announced their intention to ride. The officials expect to have at least 35 to face the starter on Thanksgiving morning. The official referee for the M. & A. T. A. for this district is R. B. Parrish, but he has appointed L. W. LaBlanc as the official referee and H. A. Maffett as timer and scorer. Mr. Windsor, of the Indian Motor Company, will be official starter. Gus Castle will be one of the checkers at the local control. The Atlanta Journal has donated a very handsome silver trophy to the winner of the highest perfect score.

OFFICIAL RESULTS OF CLOVER LEAF RUN

Reading, Pa.—Due to misunderstanding, the final scores of the first annual Reading Merchants, and the twelfth annual Clover Leaf run were not available last week. The scores below will show just how the contestants stand. In the Clover Leaf Run the Reading Motorcycle Club does not count any regular controls, as the only one is the home control. This run had nine secret controls divided into two on the first leaf, three on the second, and four on the third leaf. The run was 20 miles per hour for all contestants. This run was the last of the season, and was used to break up the ties for the yearly medal. There were ten men tied for the yearly prizes. The result shows that Harry Hart on an Indian wins the trophy. The officials of the run were Armour Anderson, referee; checkers, Scott Frankfort, Charles Sweigert, George Mack, Charles Kinsey, and Howard Smith. The competition committee is composed of Armour Anderson, chairman; Harry Hart, Charles Sweigert, Ardis Hettinger, George Eisenbise.

Heavyweight Sidecar Class—
Harry Hart, Indian, 997.
Pierce Hettinger, Reading Standard, 986.
George Eisenbise, Reading Standard, 986.
Fred Bettler, Henderson, 986.
Thomas Bohn, Henderson, 983.
Arthur Jones, Indian, 982.
Ray Fritz, Indian, 981.
Earl Dalton, Indian, 979.
Elmer Rhodes, Indian, 979.
Ray Schell, Indian, 979.
Robert Williams, Reading Standard, 972.
Chas. Brubaker, Harley-Davidson, 972.
Ed. Newkirch, Henderson, 971 .
Chas. Montrose, Harley-Davidson, 970.
Floyd Ziegler, Reading Standard, 968.
Fred Stierhoff, Harley-Davidson, 967.
Sam Weidner, Reading Standard, 966.
Ray Reeser, Harley-Davidson, 964.
Chas. Cole, Ace, 963.
Mike Vidakovich, Excelsior, 962.
George Newhouser, Harley-Davidson, 961.
Harry Heffner, Indian, 873.
Walter Reyer, Indian, 848.

The last two riders had a lot of tire and chain trouble, and were out of the running in the second leaf, but they stuck to the finish, and finished in the stipulated time.

Heavyweight Solo Class—
Ardis Hettinger, Henderson, 988, high solo team prize.
Herman Hommerick, Excelsior, 986, high novice solo.
Arthur Fromm, Henderson, 983.
John Heiter, Harley-Davidson, 980.
John Lane, Harley-Davidson, 976.
Daniel Reich, Harley-Davidson, 970.
Herbert Yost, Ace, 967.
Chas. Epler, Reading Standard, 962.
Ray Kreitz, Reading Standard, 961.
John Lukens, Reading Standard, 950.
Chas. Nye, Reading Standard, 943.
Lightweight Solo Class—
Chas. Karbel, Cleveland, 982.
Claude Mervine, Cleveland, 968.
Sol Kulp, Neracar, 963.
George Reniert, Cleveland, 938.
Middleweight Solo Class—
Robert Hart, Indian Scout, 985.
Clarence Leibold, Indian Scout, 983.
Horace Fritz, Indian Scout, 896.

Richards, the Frenchman, has been doing some great riding for Messrs. F. Segond & Cie., Indian Distributors in France. Some of this season's accomplishments of Richards are as follows: Feb., 1922, won Hill Climb at Allauch, Record 34 3-5 min.; April, 1922, won Hill Climb at Comp., Record, 3 min. 10 sec.; June, 1922, won Hill Climb at Ceyreste, Record, 6 min. 9 sec.; July, 1922, won Hill Climb at Val Buzon, Record, 2849 1-5 sec.

LOVETTE IS SUSPENDED

Chicago, Ill.—O. C. Lovette, Kinsley, Kas., has been suspended indefinitely for having signed an entry blank, permitted the promoters to advertise his appearance, and then failed to ride. The case is covered by Art. 12, page 22, section 2, (e) and Sec. 3 of the M. & A. T. A. rules for 1922.

JAZZ CLUB BACK IN TOWN

San Francisco, Cal.—The Jazz Club, one of the leading motorcycle organizations of the city, has returned from its annual end-of-the-summer outing, at Calistoga, where it has a beautiful country home. Members of the Jazz Club pride themselves on being good judges of food and water, mineral and otherwise, but they maintain that the outstanding champion, in arranging good feeds for the boys, is Lee Orwick, the Ace dealer of Oakland, Cal. Another of their Ace friends is Erwin G. (Cannonball) Baker. They wholeheartedly celebrated his successful trans-continental trip.

GOLDEN GATE FEASTS

San Francisco, Cal.—Members of the Golden Gate Motorcycle Club improved the shining hours of Sunday, October 22, by enjoying a run to Congress Springs, where barbecued chicken and other delicacies were served. Some stunt riding was one of the features of the afternoon's entertainment. On the previous Wednesday a largely attended dance was given by the Club at its rooms on Market Street. There was good music and refreshments, and this club, which does not cater to women as members, showed that it knows how to give them a good time as guests.

MILWAUKEE CLUB REGISTERS

Milwaukee, Wis.—The Greater Milwaukee Club is now fully established and on the way. They are the 152nd club to register with the M. & A. T. A. and carry that number. Officials for the coming year are: President, Ray Sood; Secretary, Arthur W. Risch; Referee, Wallace Wrede. Meetings are every other Friday. The Officials of this Club realize the necessity of motorcycle activity interesting to their members, and the entertainment and stunt committee is now working on a series of activities that will carry on during the winter and into the spring. This only entertains their members and their friends also, but brings additional membership to the Club.

OTTAWA WINDS UP SEASON

Ottawa, Ont.—The curtain was rung down on outdoor bicycle racing activities for 1922 in Ottawa, Ontario, on Saturday, October 21, with the holding of the five-mile Ottawa championship race on the Rockliffe Speedway. The winner of the title was George Roe, star flyer of the Roamer Bicycle Club, who outsprinted Owen Moore and George Sakell, also strong contenders.

The order of the finish was as follows: 1, George Roe, Roamers; 2, Owen Moore, Capital Bicycle Club, Hull; 3, George Sakell, Roamers; 4, Lenox Moore, Capital Bicycle Club, Cornwall; 5, Gerald LaGrave, Roamers; 6, Rene Paquette, St. Brigid's Bicycle Club. Time, 14:06 4-5.

MELBOURNE HAS A NEW CLUB

Melbourne, Australia.—When J. H. Rhodes was in America during August and September for his annual business trip to the Indian factory at Springfield, Mass., he was much impressed with the motorcycle club idea which is being so successfully fostered by so many live wire dealers in the United States. He passed the word back to his organization and they immediately set about for the organization of an Indian Club in Melbourne. The club was formed about two months ago and is growing by leaps and bounds, the idea being to cater to the social side of motorcycling. It has already reached a membership mark of over 50. Since the inception of the club they have played six football matches, winning four; have held two dances and a motorcycle run. They hold smokers regularly in the club rooms, where games of all sorts and a general good time is enjoyed.

TOURS TO COAST AND RETURN

New York—"Cannon Ball" Baker and Wells Bennett haven't much on Dick Powers who recently completed a round trip from New York to Los Angeles and return. Powers rides an Indian Scout. He wasn't out for a record—just touring. On the return trip he left Los Angeles Oct. 7 and arrived in New York on Oct. 25, the day Baker started on his Neracar tour. Power met Bennett at Lancaster, Pa., and passed the time of day. When he learned that Wells Bennett was on the way for another try at the record he shook his head and reported some mighty bad roads in Kansas and Missouri. Power said he spent three and a half days getting across Missouri.

PERSONAL MENTION

Guy E. Carleton, 2315 Ferry Park, Detroit, Mich., is a neat rider, strong for keeping his machine in good condition and his cutout closed. He and two companions toured to the Rochester rally, camping along the way. They all are planning to be on hand again next year, for they had a royal time. Carleton rides an Indian Scout.

Mike P. Martin, 339 Tennessee Avenue, Detroit, is another neat rider, who says he's bound to attend next year's rally, for he had a heap of fun at Rochester this year. His mount is an Ace, and he says he expects to keep it going all winter.

Henry Luelff, 801 Galena street, Toledo, Indian chief and sidecar rider, is all excited about the plans now being arranged for a New Year's Eve tour from Toledo to Detroit, the start to be made at 12 o'clock sharp, for Indian riders and their friends who will be invited to come along. Mr. Luelff rides all winter, is a neat rider and keeps his machine up to the minute. Too bad Toledo has no Motorcycle Club to encourage riders of Mr. Luelff's type, and he is only one of many in this town.

Spick and span Hardy—that tells the story of C. M. Hardy, 2441 Detroit avenue, Toledo, Ohio, Harley-Davidson rider. Always dolled up like a millionaire golf player, and his machine looks as if it just arrived from the factory. Does it purr when he starts it going? Well, a Packard motor car is a trolley in comparison. Mr. Hardy is an expert tool maker at the Willys-Overland Company and his practical experience makes him appreciate his motorcycle.

Calvin Bailey, 158 Hawley street, Toledo, is an Indian scout rider who is early on the job boosting for next year's rally and he hopes it will be held in Ohio at Cedar Point, a beauty spot between Toledo and Cleveland, with a splendid place for a straight-away road race, with good hotel accommodations at reasonable rates. Those who want to can pitch tents in the great outdoors and sleep under the stars.

BROOKLYN M. C. DANCE

Brooklyn, N. Y.—Final reports indicate that the first annual dance of the Brooklyn Motorcycle Club, at the Hofmann House, Brooklyn, was a huge success. The receipts will be added to a new club house fund with which the club hopes to obtain a comfortable new home some time this winter. The president, G. W. Painter, states that the intention of the club to promote good fellowship, provide clean, wholesome and healthy entertainment, and to wage war on the public prejudice against motorcycling by proving that the motorcyclists can and will respect the unwritten motoring laws of courtesy.

Members of the Indian club at Melbourne, Australia

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

A Matter of Choice

(1)—Please tell me which is the better type of machine for sidecar use: a twin cylinder or a four-cylinder?

(2)—Which is the better hill-climber and most powerful for sandy roads, the Henderson or the Harley-Davidson 74 cu. in.?

(3)—Will a four-cylinder start easier than a twin?

Kiel, Wis. Victor Pomranke.

Answer

(1)—The question is really a matter of individual choice, but you will not make a mistake in choosing either type for sidecar work.

(2)—We have no figures comparing these two makes of machine, so an answer on our part would be a personal opinion and might not suit you at all. We have known the Harley-Davidson better than the Henderson, but feel sure that you can depend on either make for power and hill-climbing ability. The record-breaking machines at many hill-climbs are specials and cannot be purchased on the open market.

(3)—It has been our experience that the four starts easier than the twin.

24 Hour Record

(1)—Is the 24 hour and the 1,000 mile record made with a 79-cubic inch motor recognized by the M. &. A. T. A.?

(2)—Would you recommend mixing a little corn oil (Mazola) with cylinder oil as a lubricant? It sure is high fire test.

(3)—Where can I buy castor oil by the gallon and what would be the price?

Mystic, Iowa. H. B. Jaskoviak.

Answer

(1)—According to the 1921 and 1922 Rules for Competition of the M. & A. T. A., no records of over 61 cubic inch piston displacement were recognized. We do not know of any special ruling to the contrary.

(2)—Nothing doing on the Mazola as a lubricant, even with cylinder oil. You would merely be borrowing trouble as soon as the corn oil got onto the bearing surfaces.

(3)—An automobile supply store or a wholesale drug firm should be able to supply you. We cannot tell you the cost per gallon in your section, but it would not be less than 50c.

Cannot Recommend It

(1)—Can you tell me if Marathon Motor Oil, Grade EH, is recommended for 61 cubic inch Harley-Davidson motorcycle motors? This oil is as expensive as Sunaco or Momiloil, but I do not expect to use it if it is not suitable.

Northfield, Vt. T. H. Plastridge.

Answer

(1)—We have no record of this oil and it is not on the list of oils recommended by the Harley-Davidson Motor Co. Therefore, let it be. You have the Harley-Davidson summer and winter oils, the Mobiloils B and A and Motorcycle Oilzum, Quaker State Extra Heavy and Quaker State Medium as a choice.

Motorcycles as Fast

(1)—Please tell me why the times for State Fair Grounds miles by automobile are better than those made on motorcycles? I noticed accounts this Fall of many such and would like to know why.

Hartford, Conn. "Motorcyclist."

Answer

(1)—They generally are not, when motorcycles have been ridden on the tracks, or the fair management is predisposed to forget motorcycle figures to boost the hippodrome auto teams who kid the public into thinking they are seeing real competition. Likewise, unless the auto folks are registreed with the American Automobile Association, only their sense of honesty prevents them announcing extra-good figures for the mile, etc. State Fair records are all "world's records" according to the newspapers and promoters. The recent Eastern States, Mass., track record for the mile (2 laps) was broken by Gene Walker, Indian, his time being 57 1-5, one second better than the announced automobile time.

Unpaced Bike Figures

(1)—Please tell me which is the better time, the amateur mile unpaced or the pro. mile unpaced, riding against time.

(2)—Give name of holder and dates in each case.

Montreal, P. Q. Paul Delaronde.

Answer

(1) and (2)—The professional is the better. Alfred Goullet, pro, 1:51, Salt Lake City, Utah, July 1, 1912. Parley Giles, amateur, 1:55, Saltair, Utah. July 28, 1908.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

"Limb-Fatic"

Jack Shillan couldn't attend the Rochester Rally, but he's having a good time looking at the bathing pictures taken there.

Velodramatic Names

Walter Bardgett shoots ye ed a New York Velodrome program that lists the finest collection of meaningful, significant names that this columnist has ever lamped in one flock under one canvas. Here they come:

D. M. Dude, dandy from White Plains, En Why.

Frank Small from Big Bronx.

Frank De Alto, the sweet singer of New York Citeh.

Yance Pence, in sanskrit meaning one penny.

Joseph Stabile, who knows nothing about horses.

John Amabile, who would have had a motorized monicker if nature had inpected the letters u-t-o in the first cylinder.

Archie Ike and Ulrich (Mike) don't look alike.

Charles Cavadore don't like that kind of sandwiches.

More Epitaffy

Below he rests,
  Our Billy Bonker;
He rounded a turn
  Without a honker.

"Let Your Light Shine"

Hugh Sharp, resplendent in his English tweedledee suit, was nonchalantly draped over the davenport in the ornate lobby of the New Central House.

Though appearing nonchalant, Hugh was far from composed. In fact nervousness over the bell-hop's delay was rapidly decomposing our friend of the tweedledum suit.

At length the brass buttoned slavey appeared and Hugh breathed a great sigh of relief as he was handed a bottle of Sta-comb. He could now retire to his suite, apply the dope for the curbing of pugnacious pompadours and then sally forth to sign up his usual six dealers per day.

"This is my motorcycle," exploded a furious rider in an endurance run, to the repair shop proprietor, "and what I say goes—see?" Just then an oil bespattered machinist stood up from the opposite side of the machine and said: "Say 'Motor, sir."

Among *the* Dealers

1923 HARLEY DAVIDSON 1923
305.
ROYAL TOURIST SIDE CAR 98
HARLEY-DAVIDSON
MOTORCYCLES

Jes Campbell's Philadelphia Store

BUSY WITH JUVENILES

Los Angeles, Cal.—H. S. Cook, Pacific Coast distributor for Rollfast lines, is busy these days filling orders for Rollfast juvenile bicycles, Rollfast velocipedes and Rollfast Scooters.

HURCK GETS BUSY

St. Louis, Mo.—The new 74 Indian Chief is receiving a welcome in St. Louis. The two original models received by the Hurck Motor & Cycle Co. were sold right in the crate, and four more orders taken for immediate delivery.

HARLEY-DAVIDSON POPULAR IN FREMONT

Fremont, Ohio—J. C. Martin—Zirn & Martin, Fremont; Ohio—reports business good for Harley-Davidson motorcycles and is looking forward to a record breaker in 1923. Fremont is a good motorcycle town, having a population of 13,000. The local club has 36 riders. Mr. Martin states that no buyer is more critical than a mechanic and that they are the best prospects for motorcycles.

OBERWEGNER THE MERCHANT

Toledo, Ohio—Alfred R. Oberwegner, 1007 Summit Street, Henderson dealer, has a motorcycle store and an electric appliance store, where he sells electric washers, etc., dividing his time between them. He is making a drive to sell motorcycles to the class of men who buy automobile chasses and build or design their own fussy, flossy bodies. He claims they make good prospects, as they want something different.

TELVELSON MANAGES HAVERFORD IN DETROIT

Detroit, Mich.—Mr. Thomas. Telvelson has been appointed manager of the Haverford Cycle Co. in Detroit. He is a man of exceptional ability as a retail merchandiser, wide awake, and applies modern sales and business methods in conducting his business. Handles the Ace Motorcycle Agency, as well as Black Beauty and Haverford line of Juvenile Vehicles and motorcycle and bicycle accessories.

"GEORGE DOES IT"

Sandusky, Ohio—Geo. Hankamer, Sandusky Bicycle Co., selling Davis Sewing Machine and Iver-Johnson Bicycles faster than the factories' can deliver them. "They send me 40 when I ask for 100," he says. Mr. Hankamer has been in the bicycle business in Sandusky for the past 13 years, knows every kid in town and they know him. Being a handsome bachelor, he understands kids and gives them all a square deal and treats 'em "like regular fellers."

COAST DEALER NEWS JOTTINGS

San Francisco, Cal.—The Le Roy Bean Co., of 728 Mission Street, has just had a visit from W. G. Schack, President of the Pierce Cycle Co. and the Emblem Manufacturing Co., who is calling on some of the well-known jobbers who handle his goods in the Pacific Coast territory. Speaking of Mr. Schack's experiences in the West, Mr. L. I. Bean said:

"Mr. Schack has taken more orders on the Pacific Coast, during his recent trip, than the factory sold, in the same territory, during all last year." He added: "We think that much of this increased business is due to the fact that the public can buy more cheaply now than they could last year."

Another recent visitor to the Bean establishment was W. G. Surree, who represents the Manhattan Rubber Company, manufacturers of bicycle grips, etc.; the Corbin Cabinet Lock Co., and the Rasteter Wood rims. Mr. Griffith, known to the trade as "Grif," has also been visiting the store on Mission Street. He represents the New Departure Manufacturing Co.

The Ley Roy Bean Son Co.'s store, 728 Mission Street, has just got in a carload of its first Pierce and Cadillac Bicycles, 1923 models. In the shipment was a goow supply of Cadillac Juniors for the Christmas trade.

GROWING AND GROWN.

Toledo, Ohio.—Glynn Bros. Company, 609 Monroe St., retailers and wholesalers of bicycles, juvenile vehicles and bicycle accessories, have in four years doubled their business each year since they started, the past three months being the largest in their history. They are distributors for Pierce and Emblem bicycles and D. P. Harris bicycles and the Rollfast line of velocipedes for Ohio, Michigan and Indiana. They have a full line of parts for all bicycles, new and old makes, and bicycle accessories. In the past month they have moved to the above address, a modern building three stories 120x40 feet floor space occupy the entire building and in thirty days will break through the walls of the next building and acquire two more floors 30x100 feet each. During the past two months they have been able to give their usual prompt service, but are now equipped so, that orders are shipped the same day received. One of the big factors in their success has been service and it has been appreciated by the dealers. When Mr. J. M. Glynn was questioned if he would attend the New York show in February he replied, he could not afford to stay away, he or his brother. He reads the motorcyle and bicycle trade papers every week to keep up to the minutes with all the doings.

BOB BRAZENOR TO VISIT ENGLAND

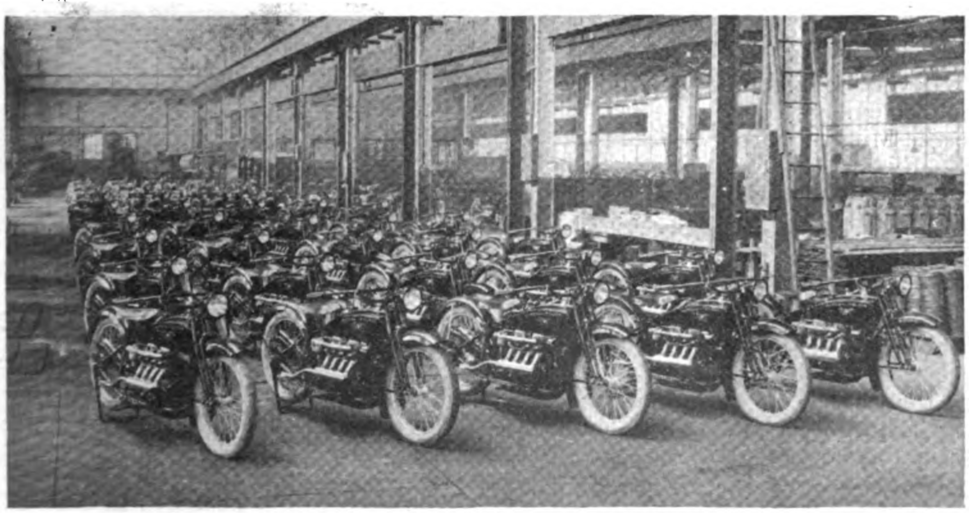
Brooklyn, N. Y.—Bob Brazenor, Indian dealer, will sail Saturday on the White Star Liner, Cedric, for Liverpool and London. It is 18 years since Bob first set foot on American soil, a typical Johnny Bull. Even now you wouldn't need a detective to tell you Bob's native land, but he is a good American citizen and has the papers to prove it. Bob is going back to visit his aged mother and other relatives, and to take in the Olympic show which opens the middle of the month. He admits he expects to find many changes, but thinks about three months will do, and then he'll be glad to see the Statue of Liberty even though the country is dry. While Bob is away, his son William and Mrs. Brazenor will run the business.

TAKES NERACAR AGENCY

St. Louis, Mo.—Vincent Mellen, representing the Neracar, arrived here this week aboard one of these nifty little outfits, having ridden from Syracuse, N. Y., through Northern Ohio, Michigan, Illinois and Missouri, signing up dealers on the way and making many friends for himself and the little two-wheeler which to date has covered close to 6,000 miles. He blocked traffic and narrowly escaped arrest while demonstrating the flexibility and ease of control of his mount. Ed. Rehm, proprietor of the Guarantee Cycle Co., signed up as local dealer, and purchased two of the machines for demonstration. No special effort has ever been made to push sales on a lightweight motor in this city, but if anyone can sell 'em, Ed. Rehm can do it.

DURLING GOES TO TOLEDO

Toledo, Ohio—The new Harley-Davidson dealer here, Glenn Durling, jumped from a small town of 5,000, Wadsworth, Ohio, where he made Harley-Davidson spell motorcycle, to take over the agency in Toledo. Mr. Durling is the type of dealer that a motorcycle manufacturer can feel proud to have as representative—clean, genial, a good mixer, splendid salesman. He has only been on the job three weeks in the big town, yet his store is crowded with riders, and it is not "Mr. Durling," but "Hello, Glenn," and that means popularity. The Durling store is attractive, motorcycles well displayed, everything new. He will have a formal opening November 10 and 11, when "Glenn" will shine as host at 1809 Adams street. Mr. Durling is one of the outstanding successes of the Harley-Davidson dealer organization.



After completing a series of tests and trials extending over a considerable period of time, the Philadelphia Police Department has placed its order for 1923 motorcycle equipment consisting of 43 Ace four-cylinder motorcycles and 23 of the new "Observer" sidecars, each tank specially lettered with "Bureau of Police" on both sides. The photograph shows the battalion of new police machines lined up in the Ace factory ready to be turned over to the officers

Girls of Golden Gate Organize Motorcycle Club

Reading from left to right the dainty cyclists are: Lorona O'Connell, Elizabeth Owen, Violet Preston, Katherine Joyce, Josephine Asher, Elsie Sears, Velma Fortoni, Harriet Church and Jeanette Thompson. Below, at right, is a close-up of Mrs. Fortoni, founder and first president of the club. She is also the Pacific Coast girl bike riding champion.

OAKLAND, Cal., boasts the first motorcycle club in California, composed entirely of young women. There are nine members, at present, all lovers of the great outdoors. The majority of them hold membership in either the Oakland Motorcycle Club, or the Arrow Club of Oakland, but they have organized to take runs "on their own," though not one of them scorns riding tandem with a rider of the sterner sex, when participating in mixed club runs.

The new organization is limited to girls. They have not yet settled definitely on a name, but they expected to do so when the rains begin to limit club runs. Clubrooms are not needed, for the club is a real, "homey" affair and the meetings are held at the residences of the various members.

The president and founder of the club is Mrs. Velma Fortoni, the young wife of a well-known Oakland motorcyclist, who is also interested in the dealer side of the game in Oakland. Both in the trans-Bay region and in San Francisco the mention of Mrs. Fortoni's name generally elicits the comment: "She's a rider!" Speaking of her, some of the motorcyclists added: "That girl knows as much about a motorcycle as most men, she's an expert." Mrs. Fortoni is also the Pacific Coast girl bicycle riding champion. The other members of the Club are the Misses. Lorona O'Connell, Elizabeth Owen, Violet Preston, Katherine Joyce, Josephine Asher, Elsie Sears, Harriet Church, and Jeanette Thompson.

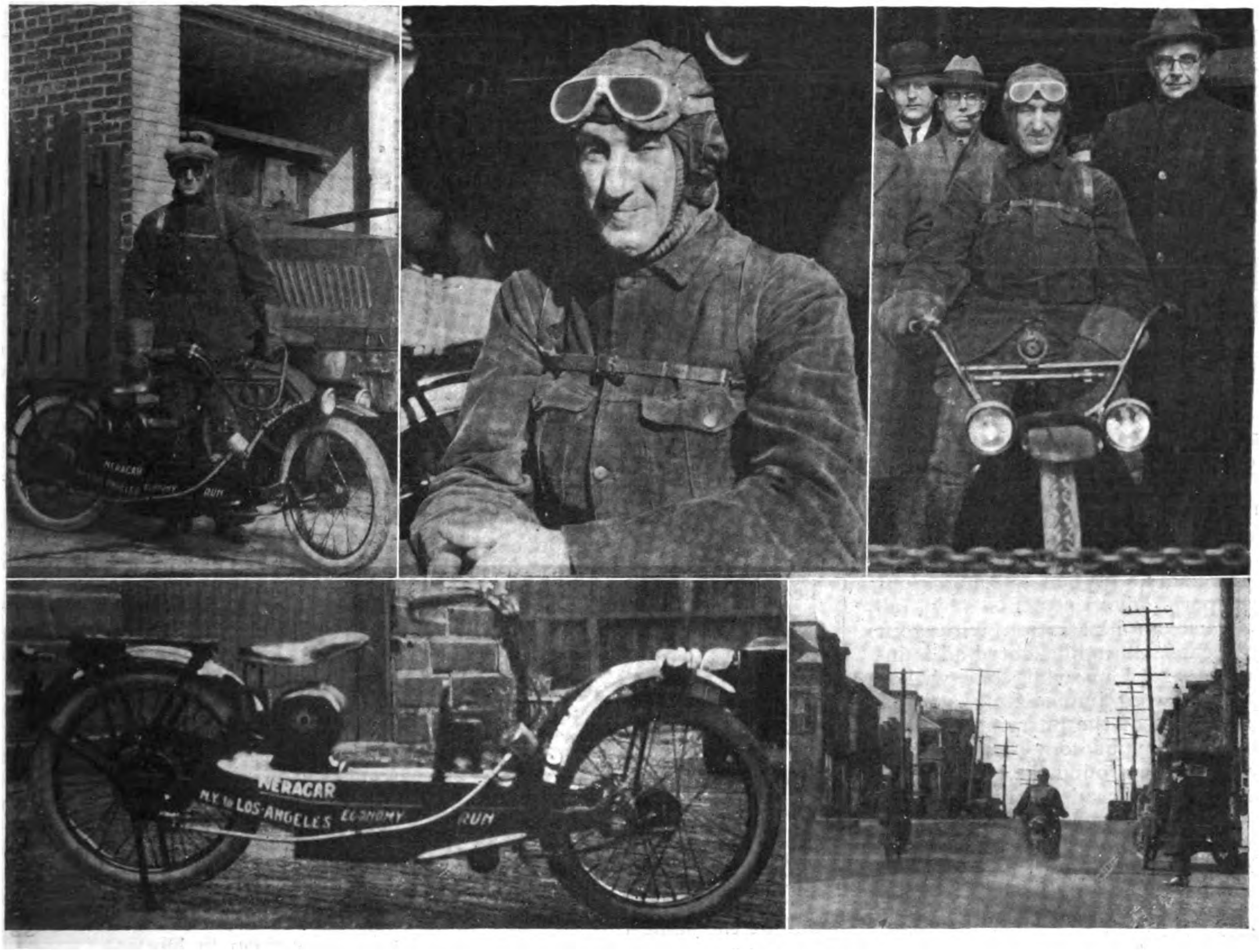
The first club run was taken to Santa Cruz, on the second Sunday in October. The girl riders took the new Boulevard, via Los Gotos and enjoyed a dip in the surf and a luncheon at the Casino.

One feature of the new organization is that all the members are expected to know something about keeping a machine in repair and handling tools expertly, in doing it. Each has taken a course in automobile mechanics and electricity.

CYCLE THEFTS IN MILWAUKEE

AN average of five or six bicycle thefts a day is reported to the Milwaukee police department. The bicycle thief is the most active crook in this city, according to the police.

Many of the bicycles are picked up by officers of the law after abandonment, and others are taken from confessed thieves. At present there are sixty-seven bicycles in the police station awaiting identification.



NERACAR
N.Y. to LOS ANGELES ECONOMY RUN

With Baker and his Neracar. Upper left, Baker and his mount; upper center, Baker; upper right, on the ferryboat headed for Perth Amboy; lower left, the mount with lettering; lower right, going "over the hill" leading from the ferryhouse at Perth Amboy headed for Los Angeles

Cannonball's Sightseeing Tour

CANNONBALL BAKER and Wells Bennett met between Columbia and Fulton, Mo., this week, Cannonball traveling westward easy, and taking in the scenery a la Neracar, and Wells scorching towards the rising sun on his Henderson to cut some hours and minutes off of the recently made transcontinental record hung up by Baker and his Ace. Baker was willing to stop and visit for a while, but for some reason or another Bennett seemed to be in a terrible hurry. He just waved an arm and whizzed right on.

"Gosh," said Baker, "you'd think that fellow had a date somewhere. Oh, well, I'm in no hurry. Hope they have a good cook at the next hotel. This sightseeing stuff helps the appetie a whole lot." He took another squint at the dot in the dust disappearing down the road and was on his way.

Bakes wired from St. Louis that he arrived there in A1 shape, covering 173.4 miles in 8 hours and 22 minutes. He left St. Louis Sunday morning for Fulton, Mo. He found the roads dusty and chunky, but had trouble. Sunday's mileage was 145.3 in 8 hours and 50 minutes. Monday night he reached Kansas City, covering 168 miles through ruts and dust. Elapsed time from New York to Kansas City six days and four hours, for 1,357 miles. Everything O. K. so far.

A BOOST FOR THE MOTORCYCLE

TIME was when a traveller was safe from attack on a country highway as in a court house, but this is so no longer. The more miles of good roads a state provides, the more automobiles it has and the easier it becomes for bandits to make their hold-up in store, house or highway and escape in a stolen car. Where the theft occurs in a town or city its police cannot go very far afield in pursuit of the robbers, and the small towns and country communities have only a limited force.

"A State Mounted force, a good proportion on motorcycles, properly distributed, could be put in action very quickly as a dragnet, making escape much more difficult than under present conditions. As the chances of escape became more difficult and unlikely crime would automatically largely decrease."

—Popular Mechanics.

SCOUTS FOR STATE POLICE

The Massachusetts State Police last week placed an order for 40 new Indian Scout Motorcycles, this makes a total of 90 Indian Motorcycles now being used by this department for the enforcement of law and order.

A Brief Tip *on* Things *to do* Before Christmas

By H. J. McCarthy

Executive Secretary CYCLE TRADES OF AMERICA, INC.

REALIZE the average bicycle dealer is now preparing to push his goods for Christmas and must read as he works. So without engaging in a lengthy article on things to do before Christmas arrives, I merely want to stress in a brief way on a few outstanding points that will be of benefit to those dealers who recognize their importance from a profit bringing standpoint.

First, don't overlook the value of newspaper advertising—of hand bills and circulars. When placing your newspaper advertisements by all means use an illustration with your copy because an unillustrated ad is invariably passed up while one with a snappy drawing immediately attracts the attention of the hurrying readers. Don's crowd your copy—leave plenty of white space around the type so that it can be easily read. For the Christmas season you should advertise bicycles as the best gift for the youngsters. Every red-blooded kid, whether boy or girl, wants a wheel for Christmas and when the parents are in a buying mood, the suggestion of a bicycle is usually favorably considered. Cuts in matrix form with illustration and copy, as well as without copy, merely showing an illustration so that you can write your own copy, can be had from the C. T. A. free of charge by writing to headquarters, 35 Warren Street, New York. Specify column size when ordering. If stereotypes are wanted we sell them at cost to us, 15c for single column and 2c per square inch for two column or over.

Second, the matter of accessories as gifts should not be overlooked. Many sales of those articles can be made if the idea is properly presented. Just digress for a moment and think of the hundreds of youngsters living near your store who own bicycles but probably do not have the usual equipment such as a horn, bell, lamp, luggage carrier, pump, new tires, etc. Wouldn't it make you feel happy if you cleaned out your stock of accessories at Christmas, articles perhaps that were slow movers? Here's how to do it:

Run a special accessory advertisement in your local newspaper once a week beginning with the first week of December, using a nice border of holly leaves around each ad.

If you have an active mailing list of girls and boys send a circular or letter to the parents about two or three weeks before Christmas. The following letter is suggested as a sample and if you send it have it multigraphed or printed in typewriter type, using ribbon to match when filling in the names and mail with a two cent stamp in order to give it a personal touch:

> Dear Mr. Smith:
>
> Your boy (insert name) came into my store for a souvenir a short time ago and I noticed that he did not have the usual accessories on his bicycle that most boys need. It occurred to me that I ought draw your attention to this because I feel that you would not want him to be without things that other children with bicycles have.
>
> Now since Christmas is near and you are no doubt discussing what gifts to give, why not surprise the lad with a new pair of tires, a lamp, pump or some other useful article? These are cheap and at the same time are needed by the average youngster.
>
> I want to be of service to you and shall be glad if you will call and let me show you the complete line of accessories I handle. My store is open evenings until (insert hour) so if you cannot get here until after that time, ring me up on the 'phone and I'll wait for you. My 'phone number is (insert it).
>
> Yours very truly,
> FRANK JONES.
>
> P. S.—Perhaps you would want to get him a new bicycle!

Make an attractive window display and show the accessories in neat looking packages of Christmas flavor, wrapped in tissue paper with a green string and a cheap gift card. Christmas crepe paper for your decorations and cards can be bought at small expense at some local novelty store. Above all, do not crowd your window with accessories, simply put in several different kinds and one or two bicycles. Have two or three signs made reading something like the following: "A Lamp is a Useful Gift"—"He wants a pair of Tires for Christmas," etc.

If you have room in the window for a Christmas tree, put it in. Place pieces of cotton and sprinkle tinsel here and there around the window and on the tree. All the materials for decorative purposes can be purchased for less than $5.00 and pay for themselves many times over.

Third, it would be a useless task to spend time and effort in arranging your window and then neglect to clean up the store. Experience tells us that the average passerby, attracted by the window display, usually passes up the dirty store and heads for a clean one selling the same articles whether or not it might be several miles away.

To have a good window display means that it is necessary to have a clean store and all goods arranged in orderly fashion. It gives the public the impression you are interested in your business and this in turn invites trade. Christmas time above all others is the season when you are competing with other merchants, no matter what their business might be, because shoppers are not seeking any particular kind of store, but are looking for windows that will suggest things for them to buy.

Remember that it pays to advertise, no matter in what form it is done. It is foolish to even think that because you are so well known it will not be necessary for you to make a big splurge. New families move into your locality almost daily and it is a cinch that they will never know about your store if you fail to tell them.

This is going to be the best Christmas selling season in a long time. Hardly anybody is out of employment. In fact in some industries there is a shortage of workers. This is particularly evidenced in the building trade for that line of endeavor is maintaining a steady pace in practically all sections of the country, but not enough skilled and unskilled laborers can be had. A very recent report on employment issued by the government says: "The most encouraging sign of increased employment and prosperity is a threatened common labor shortage in all parts of the country. From all indications," the report continues, *"the elimination of transportation and fuel difficulties will speed production and employment to a higher degree than has obtained since the War."*

If you have any sales problems to solve, write me and I'll wise you up.

Merry Christmas!

A Bicycle *for* Every *Four* People

By W. H. Parsons

WHAT would the average bicycle dealer say to anyone who came into his store and told him that it was possible to have one person in every four in his community riding a bicycle?

The chances are that he would wink and tap his head and whisper to his clerk: "Better humor the poor fellow. He's probably harmless, but he's crazy, just the same."

Yet it has been done, and the dealers who did it are a long way from being crazy.

"Oh, well," you say, "that may be possible over in Europe, in Holland or Belgium or France or England, but here in America anything like that couldn't possibly be done."

Wrong again. It *is* being done right here in America. It is true the credit doesn't belong to the United States, but it's just across the border, and the mere fact that the boundary line happens to be the one between Canada and the United States doesn't change the possibilities any more than if it was the boundary between Wisconsin and Minnesota. General conditions and human nature are pretty much the same on both sides of the line.

London, Ontario, is the city. The census gives it a population of 60,000 people. They register bicycles there the same as we register motorcycles here and the official registration last year was 16,000 bicycles, so there is in actual use more than one bicycle to every four people. When you eliminate the children too young, and the adults too old or physically incapable of using "the cheapest form of transportation known to man," as our friend J. P. Fogarty so frequently reminds us, it would seem that the saturation point had almost been reached.

But just talk a few minutes with G. A. Wenige, bicycle dealer de luxe and you'll change your mind. He doesn't think there is any such thing as a point of saturation so long as babies are born with sound limbs and a desire to get somewhere. "Every year there is a new crop of prospects," he says, "and besides in our town we don't let them outgrow the bicycle. We keep them at it just as long as they have use for any vehicle, except a hearse."

"That's all right for your town," said one doubting Thomas at last month's gathering at Atlantic City, "but you must have especially favorable conditions. Other transportation facilities must be poor or you must be able to sell bicycles at very low prices to get so many people to use them."

WENIGE'S LATEST STUNT

London, Ont.—George Wenige, the hustling proprietor of the Bicycle & Motor Sales Company, London, Ontario, and president of the Canadian Bicycle Dealers' Association, has entered the newspaper publishing field. Wenige is issuing a special weekly newspaper for customers, prospects and cyclists generally, the subscription fee for which is the guarantee that the paper will be read by all "subscribers."

Wenige has arranged the orthodox departments such as the front news page, women' page, social page, sporting page, editorials, etc. He has decided to enlarge the circulation of the paper from week to week to insure that it will be received by those who really want it. He will use space in the paper for his own trade announcements and special advertisements.

"Wrong again," replied Wenige. "On the contrary we have had very good street car service and at much lower fare than you have here in the United States. During the middle of the day the fare has been seven rides for a quarter, and in the rush hours, morning and night, nine for a quarter. Neither are we selling bicycles cheap. Our retail prices range from $50 to $65, with an average of about $55. At those prices our store sold 735 bicycles last year, and this year we will sell 1,000. You are reducing prices in the United States. We are not. Wholesale prices have been slightly reduced with us but instead of reducing our retail prices we are going to add the extra margin to our advertising and sales campaign.

Note—Since this interview was obtained, a price war has been started by some of Wenige's competitors, and he has carried the battle right back to them. But even with this situation they are still selling bicycles at prices ranging from $35 to $55 retail.—Editor.

"That's the secret in a nutshell. We *sell* bicycles. There is no waiting for people to come in and *ask* for them. We use newspaper space liberally, but we consider that as only the preliminary approach. It makes people think about bicycles and the advantages of using them, and calls attention to our store as the best place to buy them, but newspaper advertising and direct by mail, which we also use extensively, are not a substitute for personal solicitation. All forms of advertising bring in a percentage of people who come to the store and buy, but they do not complete the circle.

"To get the big volume of business you must copy the sewing machine agent. Don't wait for the buyers to come to you. Go to them. That's how we boost our sales to the thousand mark, and at profitable prices. Our salesmen ring door bells. I mean that literally. They go to the homes in the evening, when the head of the family is in, and with the way paved by our newspaper advertising and direct literature, for which we will spend at least $5,000 this year, they have no trouble in getting a hearing, and making the sales."

"Why, that's $5 a bicycle for advertising, if you sell 1,000 a year," exclaimed one of the listeners.

"Not exactly," replied Wenige. "It would be if all we did was to sell 1,000 bicycles, but you mustn't forget that the more bicycles we sell, the more tires, and lamps and bells and other bicycle accessories we sell, and the more punctures and broken spokes we repair, and the overhead is distributed to all of this business. Besides, it is our policy that to make money you must spend money, and the way to do it is to put your retail price high enough to give you the money to spend to promote sales. We believe more bicycles can be sold at a fair margin which leaves us money to advertise, than can be sold at a price so low that we can't afford to advertise. Results indicate that we are right."

HARE AND HOUNDS CHASE

THE Greater Milwaukee Motorcycle Club ran off an exciting hare and hounds chase which brought honors to Herb Reiber as the best and fastest hound. Mrs. Reiber rode in the sidecar, which was the first vehicle to pounce upon the hares, Goldman and Hammel. The latter, like the hare of Aesop's fable, stopped anon (in this case to smoke cigarettes) and thus were caught at the end of a brisk 50-mile chase.

Pilot Dan Stephens, with passenger, Art Stauff, brought up about ten minutes after the Reibers, and annexed second honors. Two local advertising men, Salentine and Marx, true to their profession, sought "good position" on the tally sheet, but had to be satisfied with third place.

A TOUCHING MESSAGE

"America's message to England:—U. O. U. S. $."—London Opinion.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

DAN CUPID has speared another racing cyclist. Bill "Speedy" Erskine, the Australian, confesses that he was married to one of Newark's fair daughters about two weeks ago. Congratulations, Bill.

* * *

Willie Spencer, the American sprint champion, sailed for Europe on the French line steamer Paris on Wednesday, November 1. Spencer will make his headquarters in Paris and will return for the 1923 racing season about April.

* * *

The committee in charge of the last Grand Prize of Paris report the total receipts as 145,747.5 francs for the three days. After all expenses had been deducted a total of 92,975.6 francs was divided among the poor in 20 districts of the Gay City.

* * *

Last week Willie Spencer, the American sprint champion, met a skater in a match race at a Newark rink. The cyclist disposed of the skater, Willie being 20 yards ahead of the skater at the finish. Will has sailed for a season in Europe.

* * *

Jackie Clark, who has retired more times and "come back" more times than any other bicycle rider of late years, announced another retirement and his embarking into the automobile business. Jackie is now selling Studebaker cars over in Newark and reports business mighty pert.

* * *

Among the Italian teams that are reported from Paris to be signed for the six-day race in Madison Square Garden in December are Gay and Belloni and Azzini and Gremo. Charles Oliveri, who is now riding the Chicago race, will also be a starter. Ali Nefatti, a Tunisian, and another negro from Europe, may also be seen in that race.

* * *

According to Berlin advices Johnny Chapman, manager of the six-day race in Madison Square Garden, has cabled Walter Rutt and Willie Lorenz an offer to ride the December race. Carl Saldow and Krupkat will probably be considered for the race to be run in March.

* * *

The annual tour of the Empire City Wheelmen, of Brooklyn, was taken Saturday and Sunday, October 28 and 29, to Newburgh, N. Y. The riders that rode bicycles went by boat to Newburgh and then came back over the roads, while an auto party toured all the way and back. A grand and glorious party was the report.

* * *

An eight-hour, six-day race is being boosted by Australian promoters to be run at Sydney during Christmas Week. It is proposed that the riders and the League, the governing body, operate on percentage. The riders will probably agree to that, but the League would like to have the cash for a sanction and let the promoters take all the chances.

* * *

Georges Colombatto might not be able to ride very well in America, but back of the motors in his home country he seems to be a bear. Georges landed back in Italy in time to ride the Italian paced championship at Turin on Sunday, October 15, and he won from Valentini, Torricelli and Vay. Caesar Moretti won the feature sprint race on the program from Mario Bergamini and Francesco Verri.

* * *

The Chicago six-day race is now being run. Alfred Goullet, the best in that line, has bit off quite a job for himself. In addition to carrying Ernest Kockler, the Chicago lad, through the race, a no mean job, Goullet is also writing about the race for a Newark paper. Presume he "Coronas" his stuff with his typewriter on his handlebar in between sprints and "jams."

* * *

Frank Cadwell, who managed the destinies of the New Bedford Cycledrome last season, plans to worry very little about the h. c. l. or the scarcity of coal. "Cad" is negotiating with the railroads for a r. t. ticket for Sarasota, Fla., where he will put in the winter. He will detour by way of New York to deliver some "kindling" for the Hot Stove Circuit, which, by the way, will be launched shortly.

* * *

Adolf Huschke led the road riders of Germany with a total of 153 points. His brother, Richard, was second with 136 points and Eric Aberger was third with 126. The next 16 were: P. Kohl, 107; H. Mantney, 92; W. Franke, 91; P. Koch, 69; G. Nagel, 58; A. Norenberg, 46; A. Dobbrack, 43; F. Fischer, 41; J. Steingass, 39; R. Schenkel, 36; R. Gollo, 35; O. Buttner, 30; W. Siewert, 30; P. Arnhold, 23; A. Kreuder, 22; O. Michel, 20.

* * *

Six-day races are on in full blast. One is now being contested in Chicago and that will wind up Saturday night, November 4. Another one is being run over in Ghent, Belgium. The Belgian race started on Monday, October 30, and will wind up on Sunday, November 5. Among the teams that are riding the Belgian race are: Oscar Egg, Swiss, and Marcel Buysse, Belgium; Caesar Debaets and Jules Van Hevel, Belgium; Henry and Paul Suter, the Holland-Belgian pair.

* * *

This year's road championship of France was decided on a point system, the same as the sprint title was decided. Eight races were run in which points counted for the title, they being the Paris to Bordeaux, the Paris to Tours, the Bordeaux to Paris, the Paris to Brussels, the Paris to Saint Etienne, the Circuit of Paris, the Criterium of Aces and the 100-kilometer championship of France. In the eight races Marcel Godard scored a total of 30 points, while Henri Pelissier scored 24 and Jean Alavoine had 21. Jean Brunier had 16.

* * *

Peter Laudati, one of the interested parties in the Florida Amusement Company, operators of the two tracks at Miami and Jacksonville, is very keen about the development of paced riders for next season. He is so desirous of seeing new talent developed that the Florida Amusement Company, he states, would be willing to let the powers that be use the track if they cared to send some riders down there to be developed. That new talent in that end of the game is needed is a known fact and about the only way that they can be developed is to have the powers that be spend some money on their development.

* * *

Baseball teams send out scouts to dig up material for their organizations. If the cycle tracks did that they surely should have sent their scouts over to Weequahic Park, Newark, on Sunday, October 29. The Bay View Wheelmen ran their two-hour team race at that track and just an even 50 teams started. Not 50 riders, boys and girls, but 50 teams. Gee, they surely swarmed over that track, but of course, many of them fell by the wayside through punctures or falls. One fall caused an S. O. S. for a City Hospital ambulance and they carted a load away to be patched up, but none were seriously injured. The race was a good one and drew a crowd of over 6,000 people with automobile parties strung all around the track.

* * *

The feature race at the closing meet at the Velodrome Parc des Princes, Paris, Sunday, October 15, was a 100-kilometer (62.13 miles) team race with 15 teams starting. Twenty sprints were run during the race with the first three men scoring in each sprint. Bob Spears, the Australian, and Marcel Godivier, France, won with 53 points. Oscar Egg, Swiss, and Marcel Berthet, were second with 51 points, while Rielens and Frederik took third with 28 points. Vandenhove and Bertaud, France, had 25 points and Charles Deruyter and Clais Van Nek, the Belgian-Holland pair, had 22 points. The same day at the Velodrome Buffalo, located in the same city, Leon Vanderstuyft, the world's paced champion, won the Grand Prize of Buffalo, a 100-kilometer paced race. Emil Aerts, Belgium, was second; Paul Suter, Swiss, third, and Jack Storm, Holland, fourth. The time was 1:25:18 2-5.

* * *

Just about the time when everybody figured that inter-city record breaking for the year was at an end along comes Willard Knecht, the ambitious road plugger of the Century Road Club Association, of New York, and throws Father Time for a fall by busting the Jersey City to Philadelphia mark and Knecht took a healthy slice of 20 minutes off the best time. Knecht left the City Hall, Jersey City, at 7.30 a. m. on Sunday, October 29, for his dash to Philly, Steve Ahern, a fellow member, sending him away. Knecht was not only after the record, but was out to win the trophy and gold certificate (not money) offered by "Hustling Harry" Gliesman, enthusiast of the Metropolitan District. The route taken was the Lincoln Highway, which took him through New Brunswick, Metuchen and Trenton, where a hurry call for two cups of hot coffee was sent in along with an order for two "sunny side up." After "fueling up" Knecht continued on to the City of Brotherly Love and landed at the home of the City Fathers of that city at 2.15 p. m., making the trip in six hours and 45 minutes. The best time before Knecht's ride was that of S. Goodman, who did seven hours and five minutes, while Harry Curley was ten minutes slower than Goodman, both of them sport the C. R. C. A. colors.

They're Grinding Away in Chicago

Another Six-Day Race, First for Busy Cyclers, Gets Under Way in Windy City—Fifteen Teams Start, but Two Riders Quit Early

THE racing cyclists are at it again. Following a brief respite after the closing of the Eastern outdoor tracks a field of 15 teams started in the six-day race at the Chicago Coliseum, the start being made on Sunday night, October 29.

The following teams started, the first named rider starting for his team: Alfred Goullet and Ernest Kockler, Alfred Grenda and Carl Stockholm, M. Eyckmans and Alphonse Spiessens, Alfons Verraes and Morence Declerck, Bobby Walthour, Jr., and Charles Jaeger, Sam Gastman and Willie Grimm, Willie Coburn and David Lands, Joe Kopsky and Tom Bello, Harry Horan and Tommy Fitzsimmons, Lloyd Thomas and Willie Hanley, Felix Patti and Charles Oliveri, Fred Hill and Roy Mobeck, Frank Corry and Larry Gaffney, Eddie Madden and Fred Spencer, Peter Drobach and Anthony Beckman.

The race is run along the same lines as other six-day races. Sprints are held three times a day with ten sprints each session. In the first sprints Goullet won three and Spencer two.

The field is a good one with a star rider in most cases being doubled up with a second class rider. Three or four local riders are riding the race, they being Ernest Kockler, Carl Stockholm, Morence Declerck and Roy Mobeck, and they were doubled up with strong riders to carry them through.

The first spill of the race came at 12:40 on Monday morning. Hanley had jumped away and Oliveri cut down on Spencer and both fell. Jaeger crashed into the two riders and was knocked unconscious and it was some time before he came around. Spencer and Oliveri were also bruised.

The standing of the riders following the sprints of Monday morning follows: Grenda-Stockholm, 35 points; Goullet-Kockler, 32; Verraes-Declerck, 29; Madden-Spencer, 28; Corry-Gaffney, 27; Coburn-Lands, 21; Hill-Mobeck, 21; Hanley-Thomas, 17; Spiessens-Eyckmans, 15; Gastman-Grimm, 10; Kopksy-Bello, 8; Drobach-Beckman, 7; Walthour-Jaeger, 6; Horan-Fitzsimmons, 3; Patti-Oliveri, 1.

Felix Patti, who toured to the race with Worth Mitten's troupe, was substituted for Orlando Piani, who was injured in the sprint races on Saturday night. Goullet was presented with a bouquet of flowers by the Newark Elks, of which he is a member. The race marks a record for Grenda with five six-day races in a year, two in New York, two in Chicago and one in Paris.

RACE CONDITIONS

SERIES of ten sprints will be held three times a day with points to count as follows: First, 6 points; second, 4; third, 2; fourth, 1. That system is used up until Saturday. Saturday morning and afternoon the sprints will count 12 points to the winner, the other positions remaining the same as in earlier sprints. On the final night there will be a sprint every hour from 10 to 11 o'clock with 72 points being awarded the winner; 5 points to second; 3 points for third, and a lone point for the fourth man.

The team scoring the most number of points will be declared the winner; second highest will land second money, and so on. Should a team gain a lap and hold it to the finish they would win, but they must score in the sprints to secure points.

The riders steadied down to a "grind" in the afternoon of Monday with little sensational happenings except some spills. Gastman, Declerck, Horan and Beckman suffered falls, but none were hurt. When the Monday afternoon sprints were over Goullet and Kockler led with 52 points. Grenda and Stockholm had 45 points and Corry and Gaffney had 48. Goullet fell under the bridge over track, but was not hurt. Eyckmans came together with Goullet and the Belgian grabbed Goullet around the shoulders, tossing both of them along with Coburn.

The finish of each sprint in the first two sprint sessions follows:

SUNDAY, 10 P. M.

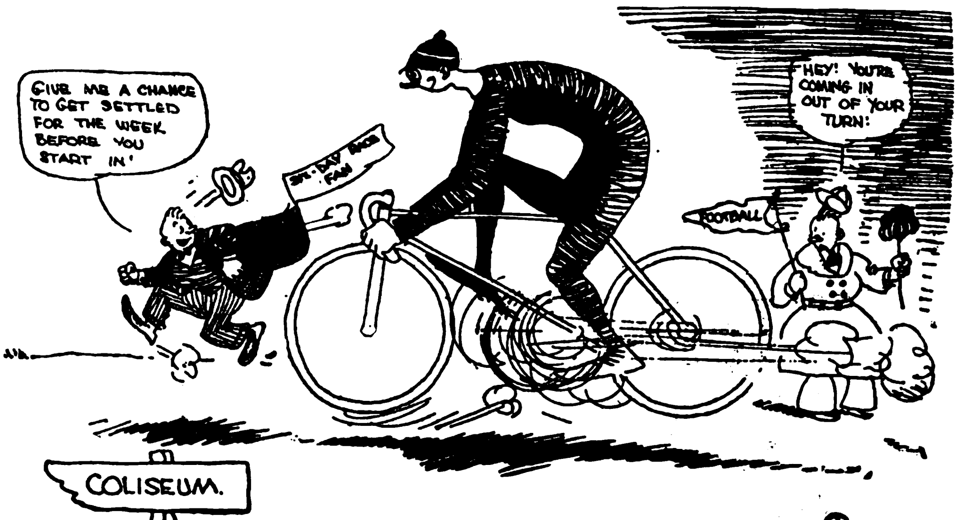
Sprints.
1—Eyckmans, Gastman, Diobach, Goullet.
2—Spencer, Lands, Corry, Horan.
3—Goullet, Madden, Coburn, Grenda.
4—Corry, Lands, Spencer, Koehler.
5—Goullet, Madden, Eyckmans, Grenda.
6—Hill, Beckman, Corry, Declerck.
7—Varres, Grenda, Eyckmans, Patti.
8—Spencer, Thomas, Lands, Beckman.
9—Goullet, Venacs, Madden, Walthour.
10—Hill, Corry, Kopsky, Stockholm.

MONDAY, 2 A. M.

1—Stockholm, Corry, Grimm, Spencer.
2—Grenda, Coburn, Gaffney, Hanley.
3—Verraes, Grimm, Horan, Lands.
4—Grenda, Hill, Coburn, Hanley.
5—Verraes, Goullet, Corry, Eyckmans.
6—Grenda, Hanley, Coburn, Gaffney.
7—Verraes, Corry, Goullet, Madden.
8—Hanley, Hill, Grenda, Jaeger.
9—Goullet, Walthour, Madden, Thomas.
10—Bello, Spencer, Grenda, Hill.

Charley Jaeger was forced out of the race about 10 o'clock Monday on account of his injuries received in the previous fall. Walthour and Hill, who had lost his partner, Roy Mobeck, about the same time, then formed a new team and took their position a lap back of the field. Around midnight

MAKING AN EARLY APPEARANCE.


GIVE ME A CHANCE TO GET SETTLED FOR THE WEEK BEFORE YOU START IN'
SIX-DAY RACE FAN
HEY! YOU'RE COMING IN OUT OF YOUR TURN!
FOOTBALL
COLISEUM.

How the Chicago Daily News cartoonist viewed the entry of Kid "Grind" into the realm of Winter sports

Kopsky stirred up considerable excitement by riding the top of the track. He did this for about 15 minutes and then was relieved by Bello. Kopsky came back shortly after and did the same thing. David Lands came through on the inside and started a real "jam" and when it was finished the teams of Beckman and Drobach and Patti and Oliveri had each lost a lap.

Late Tuesday night Goullet and Kockler succeeded in putting a lap on the field and are now leading the pack by a circuit. Goullet's riding made the gain possible, although Kockler helped a great deal.

The standing of the riders following the sprints of Wednesday morning follows:

Goullet and Kockler, 112 points; one lap back, Corry and Gaffney, 128; Grenda and Stockholm, 115; Coburn and Lands, 101; Madden and Spencer, 91; Thomas and Hanley, 86; Verraes and Declerck, 83; Spiessens and Eyckmans, 65; Gastman and Grimm, 48; Horan and Fitzsimmons, 43; Kopsky and Bello, 35; two laps back, Walthour and Hill, 103; Beckman and Drobach, 23; Patti and Oliveri, 3.

The younger riders are showing considerable class. Of course, most of them have a strong rider to carry them on, but Sam Gastman and Willie Grimm are showing well, while Horan and Fitzsimmons are also good. Coburn and Lands may put over the unexpected before the week is out. The race is drawing well, so both promoters and riders should make out O. K. as far as finances are concerned.

Alfred Goullet

The star of the Chicago six-day race who, with his partner, Ernest Kockler, lapped the field

D. P. HARRIS BACK HOME

D. P. HARRIS, head of the D. P. Harris Hdw. & Mfg. Co., has just returned from a Southern trip. As far as business was concerned Mr. Harris said it seemed like pre-war days as there was a splendid volume all along the line.

Mr. Harris stated that he found every one of the distributors of Rollfast, Blue Ribbon, Roamer, Gold Medal and Princeton line of bicycles in need of bicycles. The Little Falls factory is busy and the fact is that on account of the scarcity of steel are finding it difficult to keep distributors satisfied in way of deliveries on the various name plate lines.

GONE UNTIL CHRISTMAS

D. P. HARRIS and E. H. Watson, of the D. P. Harris Hdw. & Mfg. Co., are busy these days. D. P. has just returned from a Southern trip and will leave for the Pacific Coast on Election Day after he casts his vote. Mr. Harris will be gone until Christmas. His first call will be at the Reading, Pa., factory of the D. P. Harris & Mfg. Co., and from there he will work toward the West, making stops at Pittsburgh, Cleveland, Kansas City, Salt Lake City and then to Los Angeles. He will return via the Northern route. Mr. Harris says the Reading factory at the present time is busier than any time in its history.

Mr. Watson has just returned from a trip to the West and Southwest and is making a trip to New England, after which he will leave on Election Day for his Texas trip. He, too, will be away until Christmas.

CAPITAL ORDERS ROLLFASTS

Another order for Rollfast racing bicycles has been received by the D. P. Harris Hdw. & Mfg. Co., from the Washington, D. C., police department. This makes the fifth order in three years that the Harris company has received from this department and the bicycles are ridden by office officers that scale from 185 to 250 pounds.

GOULLET WINS FEATURE RACE

AN attractive card of sprint races ushered in the six-day race at the Chicago Coliseum, the sprint races being held on Saturday night, October 28. All of the six-day riders were entered in the various events, which included match races and sprints.

The feature match was an Alternance race with Alfred Goullet, Alfred Grenda, Orlando Piani and Bobby Walthour, Jr., as starters. In the first heat Goullet beat Grenda and Walthour. Piani beat Grenda and Walthour in the second heat. Goullet came back and won the third heat with Piani second and Grenda third. Piani and Walthour, along with Goullet, met in the fourth heat. Piani and Walthour fell and Piani was unable to continue. Walthour and Goullet then raced and Goullet won. Goullet, Piani, Grenda and Walthour was the order of finish of the race.

In a team match Eddie Madden and Fred Hill defeated Alphonse Spiessens and Marcel Eyckmans, the Belgians, Madden and Hill taking two straight heats, with Madden finishing first in each heat.

Hill also won the ten-mile open from Joe Kopsky, Willie Hanley, Lloyd Thomas, Willie Grimm and Larry Gaffney, who finished as named. The time was 22:14. Alfons Verraes, the Belgian, accounted for the half-mile handicap for the pro, contingent. Willie Grimm, amateur champion, was second. Sam Gastman was third and Charles Oliveri, Italy, was fourth.

Summaries:

Half-Mile Handicap, Amateur—Won by C. Olsen, scratch; second, Edward Siegler, 10 yards; third, J. Arens, scratch; fourth, E. Wohflex.

Two-Mile Open, Amateur—Won by E. Siegler; second, William Teuchler; third, O. Vincent; fourth, Geo. Ross.

THE IRISH CYCLIST SAYS:

"That cleanliness, it is said, is next to godliness—but it is next to impossible with some motorcyclists."

Messages are delivered rapidly in Birmingham, Ala., and the above group of messengers tell the reason

Record Field for B. V. W. Race

Fifty Teams of Amatuer Riders Compete in Annual Two-Hour Team Race of Bay View Wheelmen—Good Competition on Tap for Crowd of 6,000 People

A RECORD field started in the two-hour team race run by the Bay View Wheelmen at the Weequahic Park, Newark, N. J., Sunday afternoon, October 29, when 50 teams lined up for the start. Fifty-two teams had entered the race, but two failed to respond to the call. A crowd that was estimated at over 6,000 saw the race and the big field made a fine sight as the riders swung into the turns and the stretches.

During the first hour of the race 21 miles were covered and during that time special sprints for "premes" were run every ten minutes with a sprint at the hour. During the final hour seven sprints were run, a sprint being staged at each three-mile mark. In the sprints during the final hour the winner scored one point for his team; second team, 3; third, 4; fourth, 5; fifth, 6, and sixth, 7. Teams finishing further back than six were credited with ten points. The team scoring the least number of points won the race; second lowest was given second and so on.

Louis Benazatto and A. Nieminsky, of the U. S. I., won the race with 30 points. Carl Hambacher, national road champion, and his brother, Otto, both of the B. V. W., scored 40 points and were tied for second with William Heinsberg and Thomas Stefano, of the North Hudson Wheelmen. Charles Winters and J. A. Rawlins, C. R. C. of A., finished fourth with 42 points. Walter Grenda and Nick Horvath, of the promoting club, along with Burton Fenn, son of "Bill" Fenn, the old "Wheatcake Champion," and T. W. French, Jr., were tied for fifth with 47 points each. Joe Tempo and C. Caproni, of Newark, took down seventh with 52 points, while Anthony Benazatto, a brother of the star member of the winning team, and Charles Peloso, both of New York, was eighth with 54 points. Ninth place was accounted for by Orland Conditi and Charles Reisen, of the North Hudson Wheelmen, who scored 57 points, while Sam Kaplan and Theodore Fiend, both of the promoting organization, took tenth with 61 points.

During the last hour of sprinting there was some fine performances. Louis Benazatto was the star of the race. Louis won three sprints and was second in one. Carl Hambacher won the first sprint was third in the second, fourth and sixth and was sixth in the fifth. William Heinsberg won the second spring and Charley Winters took the third, while Burton Fenn was the winner of the fourth race.

The finish of each of the seven sprints in the final hour, with the finish at 1 hour 59½ minutes, follows:

First Sprint—Won by C. Hambacher; second, Winters; third, A. Nieminsky; fourth, Frank McManus; fifth, N. Horvath; sixth, T. W. French.

Second Sprint—Won by W. Heinsberg; second, L. Benazatto; third, C. Hambacher; fourth, B. Fenn; fifth, Ray Nestor; sixth, W. Grenda.

Third Sprint—Won by C. Winters; second, N. Horvath; third, C. Peloso; fourth, O. Conditi; fifth, J. Tempo; sixth, J. Buelow.

Fourth Sprint—Won by B. Fenn; second, C. Winters; third, C. Hambacher; fourth, A. Benazatto; fiifth, J. Tempo; sixth, J. Otto.

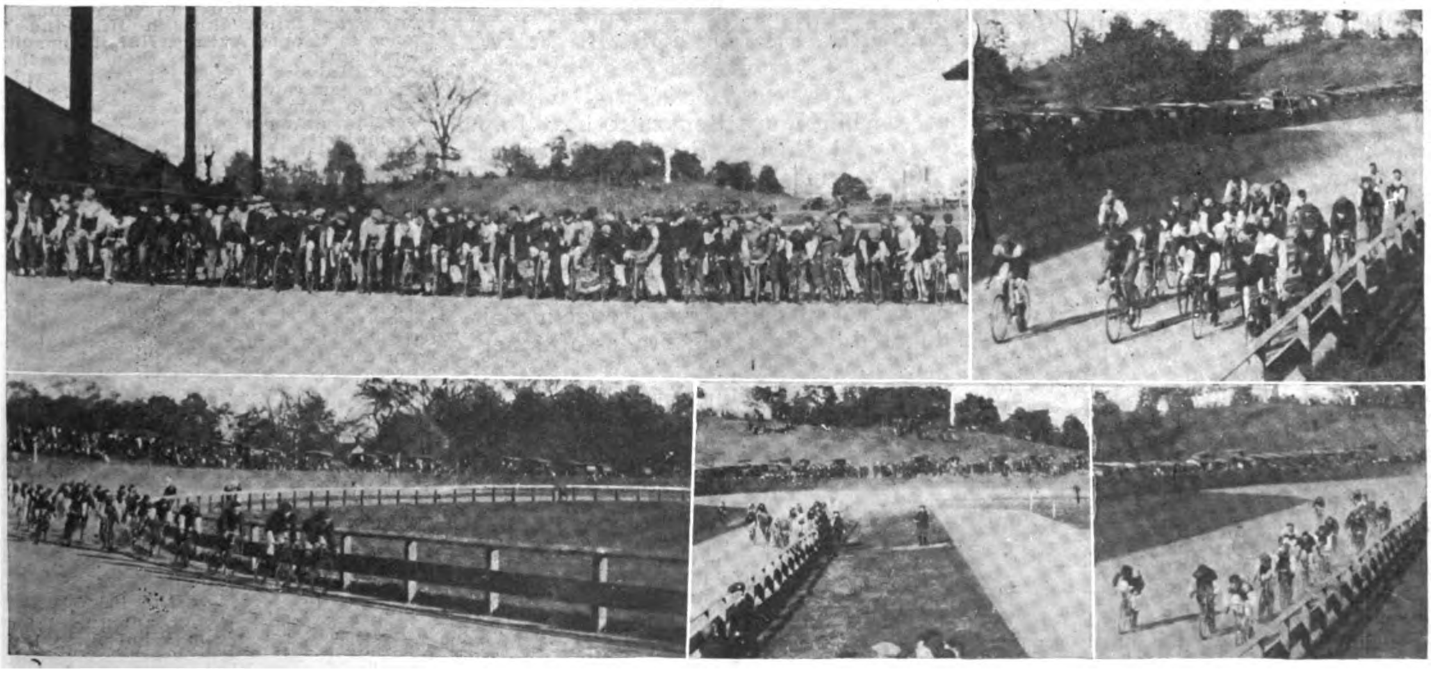
Fifth Sprint—Won by L. Benazatto; second, W. Heinsberg; third, B. Fenn; fourth, C. Winters; fifth, O. Conditi; sixth, C. Hambacher.

Sixth Sprint—Won by L. Benazatto; second, W. Heinsberg; third, C. Hambacher; fourth, A. Benazatto; fifth, W. Grenda; sixth, S. Kaplan.

Seventh Sprint—Won by L. Benazatta; second, W. Heinsberg; third, S. Kaplan; fourth, N. Horvath; fifth, O. Conditi; sixth, M. Dolan.

The winners of the intermediate sprints during the first hour were: Frank McManus, at ten minutes; Burton Fenn, 20 minutes; Carl Hambacher, 40 minutes; Burton Fenn, 40 minutes; Frank McManus, 50 min-

(*Continued on page 26*)



Snapped at the Bay View Wheelmen's two-hour team race. Upper left, the start with 27 riders in the front line; upper right, bunched in the home stretch; lower left, swinging around a turn; lower center, view down the home straight; lower right, sprinting up the straight, Burton Finn on pole

Doings *of the* Amateur Cyclists *and* Clubs

BATES WINS HANDICAP RACE

Long Beach, Cal.—Morley Bates defeated Manuel Sousa, city champion, in the one-mile handicap bicycle races held Sunday, October 15, on Perris road by the Crebs Cycle Club. It was one of the closest races ever staged in the city. Leonard De Lue came in close third. Bates and Sousa started at scratch while the other riders had a fair handicap. There were 20 riders in this race, which is more than have raced for some time. One of the biggest crowds that have witnessed a bicycle meet in this city turned out.

The race for the one-half-mile championship of the Crebs Cycle Club, in which members only were allowed to ride, was won by John Mulhearm. This was Mulhearm's first race, but his riding resembled that of an old timer. Walter Phips placed second. It was necessary to run off three heats to take care of the numerous entries. Kenneth Miller did the usual thing by winning the stock model race from Fred Keffel and Al Rock. The one-half-mile consolation race for all riders that failed to win a prize in the other races, was won by Bob Cunningham. This ended one of the most successful bicycle meets ever staged in Long Beach.

The complete list of prize winners is as follows:

One-Half Mile Championship—Won by John Mulhearm; second, Walter Phips; third, Finnis Wilhite; fourth, Jesse Close.

One-Mile Handicap—Won by Morley Bates; Manuel Sousa, second; Leonard De Lue, third; Al Rock, fourth; Walter Bennet, fifth; Walt Robbins, six; Finnis Wilhite, seventh; Jesse Close, eighth.

Service Wheel Race—Won by Kenneth Miller; second, Fred Keffel; third, Al Rock.

Half-Mile Consolation Race—Won by Bob Cunningham; second, W. Phips; third, L. Sims; fourth, Joe Holley. The booby prize went to Floyd Cooper.

The Crebs Cycle Club, which is named after "Musty" Crebs, holder of several world records and proprietor of the Crebs bicycle store at 423 East Broadway, is fast becoming one of the most popular clubs in the vicinity of Long Beach. It is the headquarters for all cycle racers. The prizes were donated by the club and by the Cycle Trades of America, which is doing much to promote bicycle racing in this country.

DE CRESENZO WINS U. S. I. RACE

New York City—R. De Cresenzo and Ed Giampaoli carried away the honors in the Cork Race held on the Grand Concourse, Sunday, Oct. 29, for Unione Sportiva Italiana members. They were allotted two minutes thirty seconds handicap and were able to catch the limit men. In the sprint De Cresenzo, the more experienced rider, scored first, with Giampaoli, second. Third and fourth places went to J. Haggerty and Andy Pavera from one minute mark. L. Broglio from two minutes was fifth. The one-mile Class B sprint was won by Jack Visco. George Barthlenghi took a close second from T. Azzollina and Andy Pavera, who finished in that order. Just after the half mile turn in this event J. Stabile and J. Siciliana took a nasty spill and they were severely shaken up. The Class B, Jr., race was taken by L. Broglio, with Ed Giampaoli, second, O. De Cresenzo, third, and Pete Broglio, fourth. The order of finish with time of "cork" race follows:

Pos.	Riders	Hdcp.	Time
1	R. De Cresenzo........	2:30	22:50
2	Ed Giampaoli..........	2:30	22:50 1-5
3	J. Haggerty...........	1:00	21:52
4	Andy Pavera..........	1:00	21:53
5	L. Broglio............	2:00	22:54

FAST TIME.

1	J. Haggerty...........	1:00	21:52
2	Andy Pavera..........	1:00	21:53
3	"Spots" Eisele.........	Scr.	22:15

Mr. Martinelli, the tenor, has given a magnificent loving cup to the U. S. I. to be put up as first prize in a race to be run Sunday, November 5. The race will be known as the Martinelli Trophy Race and will be run off on Pelham Parkway, a 2½-mile course, starting at 9 a. m. sharp. Distance will be fifteen miles, six laps of the course, with a sprint each lap, points to be scored, five, three, two and one. It is expected that the entire cycling membership will turn out for this race, which will be started by Mrs. Martinelli.

C. R. C. OF A. HOLD A TOUR

R. Beacon, a fast amateur from St. Louis, Mo., who is a steady winner

West New York, N. J.—A few members of the Century Road Club of America met at the top of Weehawken Hill, Sunday, October 29, at 8 a. m., and enjoyed a run up through Ridgefield, Leonia, Englewood, Demerest, Tenafly, Creskill, Norwood, Tappan, Sparkell, Permont on the Hudson an on to Nyack, where a stop was made for some eats and refreshments. After a short rest the cross road to Suffern was taken, and riding down through Ramsey, Hohokus, Arcola Mills, Hackensack, Little Ferry and Fairview up Dann Kelly's Hill to the Boulevard. Riding down we stopped at Paterson Plank Road to pick up a few more of the members, and after a short delay we all journeyed down the Boulevard to West Side Park and on to the bridge, where we took a motorboat across, as the bridge is still under repairs. On the other side we rode to Newark and on to Weequahic Park, where some of our members were competing in the Bay View Wh. two-hour team race. After this was over we all departed for home. Next Sunday the members will meet at the same place and time and hold another run.

S. ROTH WINS I. A. G. A. "CORK" RACE

Brooklyn, N. Y.—S. Roth crossed the line with the winner of the Italian-American Gymnastic Association monthly Cork Race, covering the distance of ten miles held over the Shore Road, Sunday, October 29. Roth defeated a field of twenty riders, finished two wheels ahead of Pisciotta, who ahead ten yards to space over S. Bertotino. The order of finish follows:

Roth, Pisciotta, Bertolino, T. Pettinato, M. Pettinato, Fontana, Riggio, Ottoforo, Milito, A. Pace, Togliarine, Alphonso.

C. R. C. A. TOUR TO RACE

New York City—Twenty-five members of the Century Road Club Association, New York Division, left Columbus Circle about 10 o'clock Sunday morning, October 29, to tour to the two-hour team race run by the Bay View Wheelmen at Weequahic Park, Newark, N. J., that afternoon. The party included six teams to enter in the race. The route was taken via Broadway and Riverside Drive to Dyckman Street Ferry, crossed over into Englewood and continued on via Hackensack, Carlstadt, Rutherford and along the Hackensack River to Newark, arriving at the park about 1 o'clock. In favor of the riders who were to enter in the race a very moderate pace was kept against the strong head wind and with several stops for rest along the route.

After eating at one of the lunch wagons on the outskirts of the park, they walked over to the race track, arriving about 1:45 o'clock. On trying to enter the races they were told that they were too late, and were unable to ride in the race. So they had to make the best of it and to help and root for the other members who had entered previous. After the race the return route was taken via Newark, Harrison and Newark Turnpike, Hudson Boulevard to 23d Street Ferry and home.

On Sunday, Nov. 5, the Century Road Club Association will hold their annual Inter-Division two-hour team race on the Mosholu Parkway, starting promptly at 9 a. m. Teams will be composed of one Class A and one Class B rider in each. A list of valuable prizes will be awarded to those securing the most points in the regular sprints and also special prizes to speed up the riders and try to break the record of 44 miles. Regular sprints will be held every three miles for the first hour and a half and in the last half hour sprints will be held every mile. Points to be awarded to the first six men as follows: 7, 5, 4, 3, 2, 1 respectfully. The special prize races will be held in between the regular sprints of the first hour and a half.

RECORD FIELD FOR B. V. W. RACE

(*Continued from page* 25)

utes, while Louis Benazatto beat John Otto and Burton Fenn at the hour. The "premes" were: Ten minutes, Corbin coaster brake; 20 minutes, bicycle shoes; 30 minutes, Klaxon horn; 40 minutes, box of 50 cigars; 50 minutes, bicycle jersey; one hour, two gold, two silver and two bronze medals donated by the Cycle Trades of America.

The final standing of the team follows:

Pos.	Team	Pts.
1	L. Benazatto-A. Nieminsky	30
2	C. Hambacher-O. Hambacher.....	40
	W. Heinsberg-T. Stefano........	40
4	C. Winters-J. A. Rawlins..........	42
5	W. Grenda-N. Horvath............	47
	Burton Fenn-T. W. French, Jr....	47
7	T. Tempo-C. Caproni.............	52
8	A. Benazatto-C. Peloso............	54
9	O. Condito-C. Reisen..............	57
10	S. C. Kaplan-T. Fiend............	61
11	F. McManus-S. Heilein............	65
12	R. Nestor-J. Osterhuber...........	66
13	J. Otto-R. Warner.................	67
	M. Dolan-H. Neander.............	67
	H. Bowers-J. Buclow..............	67

BROOKLYN BOYS IN RACE

Brooklyn, N. Y.—The Long Island division of the C. R. C. A. held a ten-mile handicap, Class B race, on Ocean Parkway, Brooklyn, Sunday, October 29. Fifteen riders started on the various handicap marks, 2:30 being the limit. J. Freid, scratch, was returned the winner, just beating out J. Shad, from the same mark. L. Werner, one minute, rode into third position. The winner's time was 27:41 4-5. The scratch men caught the entire field at six miles, and from then on the riders stalled until about a mile to go. Nearing the tape Freid jumped out followed by Shad, who gave him a stiff battle, Fried winning by a length. The summary is as follows: Won by J. Fried, scratch; second, J. Shad, scratch; third, L. Werner, 1:00; fourth, R. Resnick, 1:45; fifth, S. Bowman, 1:00; sixth, M. Shapiro, 1:00; seventh, A. Heukin, 1:45.

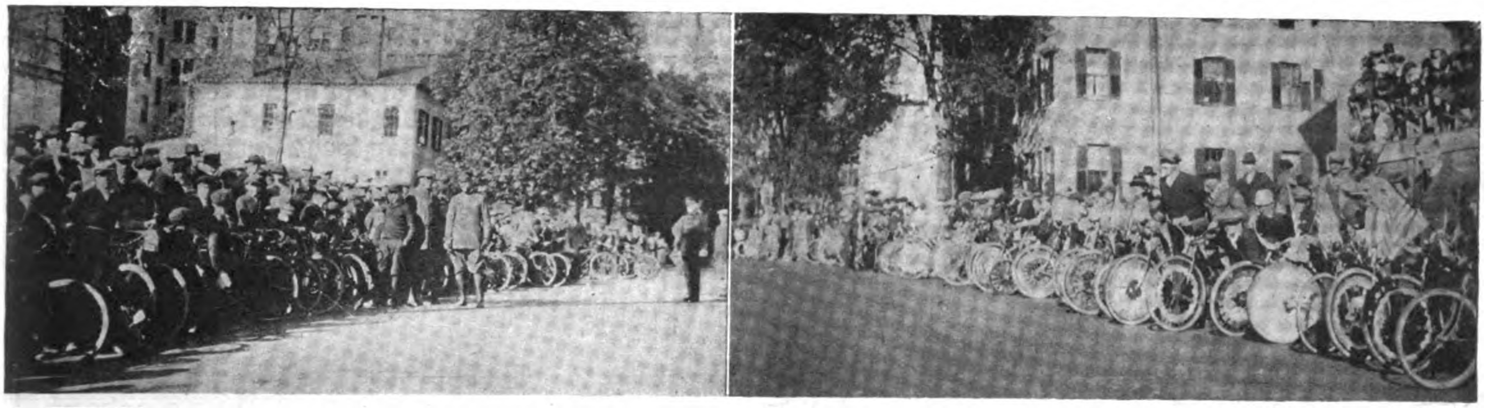
After the race a pleasure run was held. The run was to be a "blind run" through Long Island to find new roads which have not been frequented on recent runs. The route was taken through Highland Park, thence to Cooper Avenue, Union Turnpike, to Floral Park. A turn was then made through Hollis, Malverne, Garden City, to Lynbrook. The return route was taken along Merrick Road to Jamaica. The run was very interesting, as most of the roads were new to the majority of the riders. The weather was ideal for riding. Sixteen riders participated in the run, under the guidance of Capt. A. Resnick. The riders did quite some "jamming" at the start, but soon settled down to a steady pace.

HOUTING SURPRISES 'EM

Toronto, Can.—Andrew Houting of the Allen Bicycle Club, Toronto, sprang a sensational surprise in the annual 14-mile road handicap of the Allen Bicycle Club last Saturday by capturing the first time prize from the two-minute mark, over the scratch stars, Norman Webster of the Toronto Classics and Frank Brown, star of the Queen City Bicycle Club. Webster outsprinted Brown at the finish and took second time prize. Houting, who won first place in the Dunlop Trophy road race last year. The place winner of the Allen grind was A. Parkes, a novice of the Queen City Bicycle Club, Toronto, who started with a handicap allowance of 10 minutes. Fred McCarthy was second from the four-minute mark. McCarthy is 42 years of age. Jack Beettam of the Allens, starting from the five-minute mark, was third.

CANADIAN ROAD RACE

Windsor, Can.—The annual inter-city bicycle road race from Windsor to Halifax, N. S., over a 45-mile course, October 28, was won by George Walker, Wanderers Bicycle Club, Halifax. Time, 2 hours and 30 minutes flat. This was 10 minutes ahead of last year's record. Herbert Donnelly, also of the Wanderers Club, Halifax, crossed the finishing line one minute and 30 seconds later. S. Spriggs, of the Chebuctos, Halifax, was third, in 2:32.



Some of the crowd and the decorated wheels in the Hartford, Conn., St. Onge Bicycle parade

Hartford Does a Record Come-Back

SATURDAY, October 14, will go down in history as one more great day for the bicycle in Hartford, Conn. It was bicycle day here and the feature day of a week of bicycle boosting by the representative of the Cycle Trades of America. The Hartford Times, the leading evening newspaper of the city, gave the bicycle and Fred St. Onge just 253 inches of free reading matter, most of which was front page material. The Eastern Cycle Co., Dave Marholin, owner, paid for one full page of advertising, covered his store front with a big sign announcing the parade and contributed a high grade bicycle for the rider in the parade displaying the best decorated wheel. After the parade had finished and the day's work cleared up, Dave stated he would spend $500 any week in spring that the C. T. A. would send St. Onge to the city. It's all over now, but it was great while it lasted.

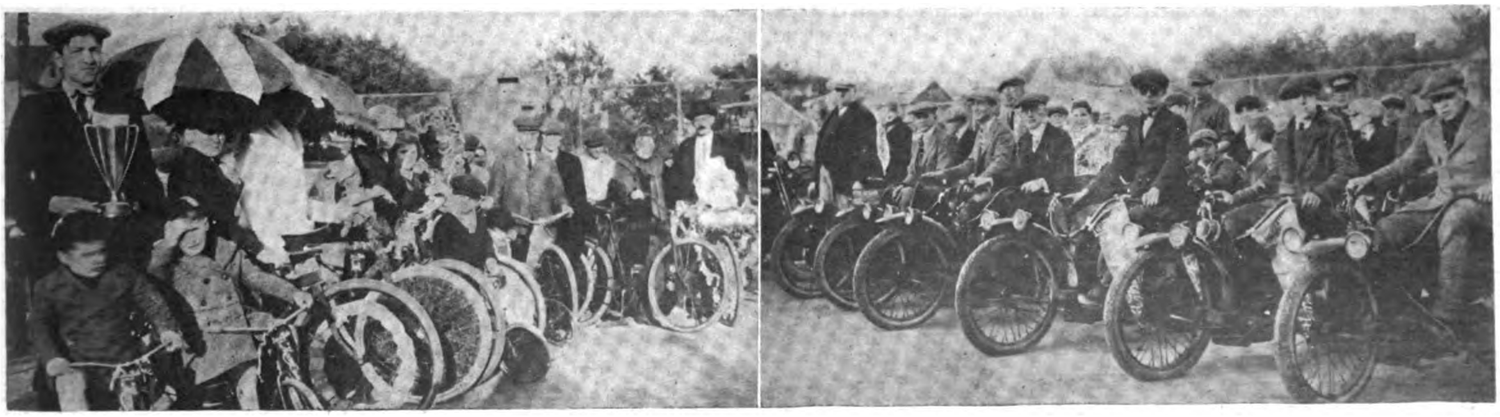
Not for a long time have boys and girls of Hartford enjoyed themselves to the extent that they did Saturday when the Times and the Eastern Cycle Co. staged a big bicycle parade and carnival solely for their benefit. It wasn't just the parade, made brilliant by the appearance of multi-colored decorations and ludicrous costumes, that went "big," but the exhibition of Fred St. Onge, bicycle booster, and the awarding of the beautiful and useful prizes, also, served to sweep the crowd of youngsters off their feet in a wave of real enjoyment.

Of all the decorated wheel parades promoted by St. Onge throughout the country this one had one participant who stood out far and away above all other attractions entered in an event of this kind. We refer to one Willie Taylor, of 47 Benton Street. Julian Eltinge has nothing on this boy when it comes to impersonating the gentler sex. You ought to have seen the Flapper attire William was in. "She" certainly looked as smooth as snake's hips in "her flowing blue-colored cape, jauntily tilted crush hat and bobbed hair, and as for "her" Flapper socks—well, they were rolled lower than a German mark. The judges were going to give "her" first prize for being the nattiest appearing "girl" in line, but when "she" asked for a cigarette in tones as gruff as those of an Irish stevedore they took a second look. Sure enough, William had disguised himself as a Flapper and, of course, the ruse succeeded in capturing first prize for being the most comical person in the parade. William was presented with a gold watch. Old riders and young riders came in for prizes, and the ages ranged from five years to 62. At the head of the procession around town there were no less than a dozen youngsters on velocipedes. One boy rode one of the first wooden bicycles made in this country. There were ordinaries and safeties of other days in line as well.

Champion riders of Connecticut were there. James Reid, a brother to Fred Reid, one of two riders with the extraordinary record of riding through six states in one day some years ago, was one of the judges, accompanied by Alderman Geo. W. Laiman, president of the "Old Guard" of the Hartford Wheel Club. Charles Walker, one of the officials of the Westfield Mfg. Co. and a resident of Hartford, was on the scene.

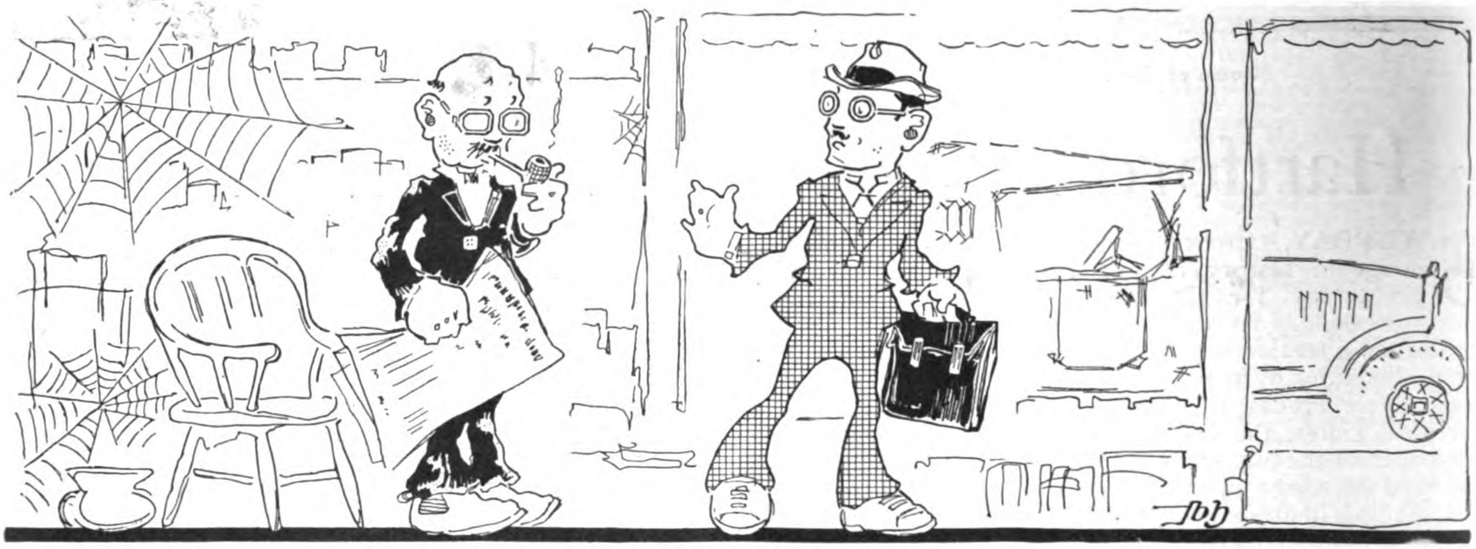
Twenty-one schools were represented in the parade of over 400 riders, and the silver trophy awarded to the school with the greatest number of riders in line is now on exhibition in the Northwest School. Superintendent Young was there to receive the cup for the boys which was carried away by the 32 cheering youngsters. Many of the city schools carried their own colors, some of their flags measuring 6 by 8 feet.

Six young lady riders were selected



Prize winners of the Syracuse, N. Y., St. Onge Bicycle parade at left. The Neracar escort at the right

by the judges for their neat appearance and were presented with six box seats for the coming show at Parson's Theatre. Trade people were well represented. C. F. Olin, of the New Departure Mfg. Co., came over from Bristol, accompanied by one of the N. D. boys who rode one of the decorated bicycles that made such a hit in the Atlantic City parade. Mr. Olin distributed 500 horns just before the start of the parade. Big Pat Fanning, of the Morrow Co., covered every wheel in the parade with a Morrow Pennant, lending more color to the scene. Dave Marholin, the biggest cycle dealer in the State, rode a wheel, and along with Dave from his Eastern Cycle Co. were Dave Mintz, Clarence Mintz, Benj. B. Driscoll, Harry Vanack, Louis Marholin, Miss Ida Alberts and Miss Mamie Mandell—some bunch from one bicycle establishment. Cycling seems to have taken a new lease of life in the "City of Insurance and Bankers." It was rather late in the year for such an event as the one held here today, but it only goes to prove what can be done with a little pep and the expenditure of a few dollars and some common sense. Dave Marholm wisely says "It pays to advertise."



"The difference between you and me is that, I GET STARTED AN' KEEP GOIN' AN' YOU DON'T DO EITHER. IT'S WON THING TO BRING HOME THE BACON AN' ANOTHER JUST TO TALK ABOUT IT!"

Success Secrets

ONST upon a Time they wuz a Man by the name of Green who went into Biznes for Hisself.

Peppul listened to him with a good Deal of attenshun—for a while. An' then they begun to mumble, "WE HERD YOU THE FIRST TIME," an' they'd Amble Away as fast as they could go.

He was always promising to fix this place up jest as Soon as I get to it." Or, "I'll do that Thing tomorrow, sure." Or, "When I get out of the woods *this time,* I'll either pay kash or discount my Bills."

A Wag who wuz awlways sayin' things with barbs on them, remarked that "Brother Smith never Did today what he could put Off until Tomorrow." An' sew peppul nicknamed him "Ole Tomorrow Smith."

An' when they wuz anything big like a Speshul Agency or A extra good Deal to be passed out, peppul kep' away from Ole Tomorrow, for they sed that he'd never get around to push the Goods or Service Because he wuz awlways—"jest agoin' to."

His next doar Nabor wuz a Reggler Go-Getter, an' Ole Tomorrow used to shake his Hed an' wonder how he did it.

Won day his Nabor kum in an' when Ole Tomorrow begun to grumble about his Hard Luck, his Nabor snapped out Crossly:

"The difference between you and me is that I GET STARTED AN' KEEP GOIN' AN' YOU DON'T DO EITHER. IT'S WON THING TO BRING HOME THE BACON AN' ANOTHER JEST TO TALK ABOUT IT!"

NEW VITALIC CORD BICYCLE TIRE

THE Continental Rubber Works, of Erie, Pa., announce this week a new addition to the Vitalic line, a Vitalic Cord tire both in single tube and clincher type, 28 in. size only.

"Many months ago," says President T. R. Palmer, "we recognized the coming demand for a cord bicycle tire, as a result of the rapid increase in the use of cord tires for automobiles, and immediately began the development of a cord bicycle tire that would be worthy of the name 'Vitalic.'

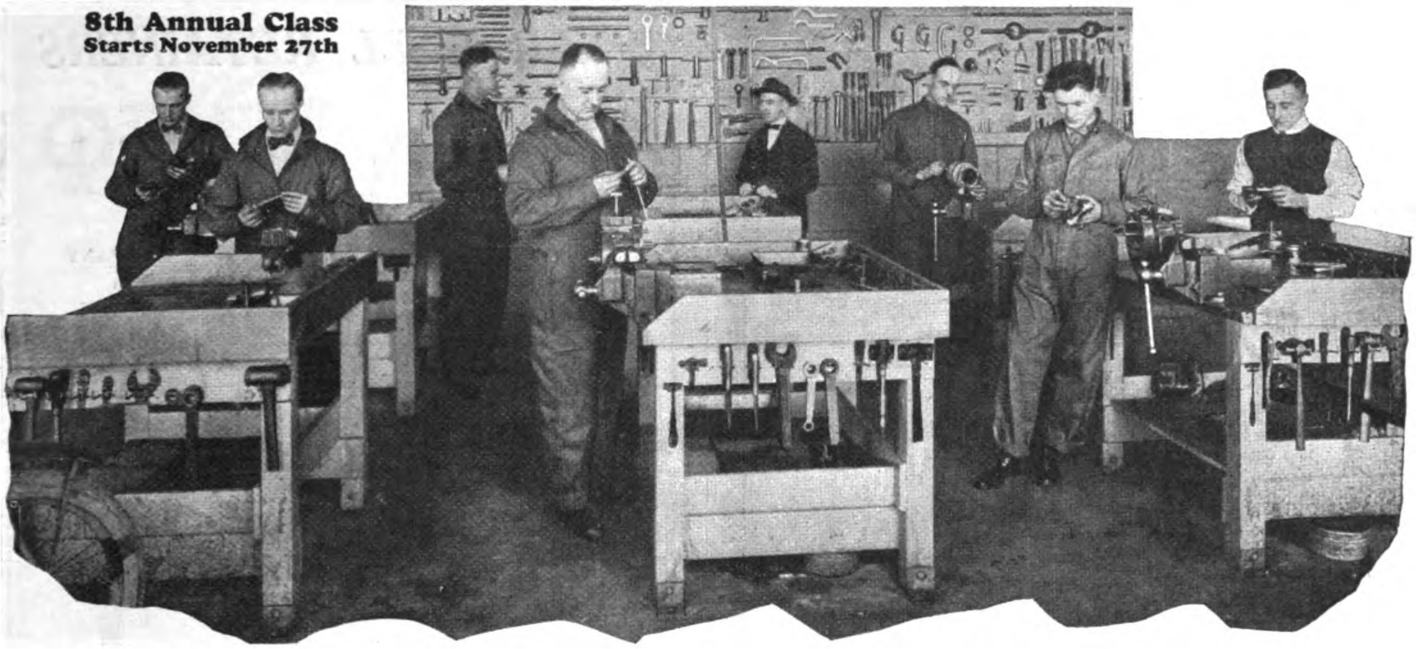
"The Vitalic Cord bicycle tire was perfected some time ago and is now being offered as the most dependable cord bicycle tire that can be built. The same high grade stocks are used throughout as in the Vitalic deLuxe tire. The cord fabric is the best that can be secured and the tires undergo the same inspection and supervision.

"We have built into the Vitalic Cord single tube tire a new principle which we are confident will result in the tire holding to the rim better than any other cord tire, but it must be properly attached and kept inflated to give fully satisfactory service.

"The clincher tire will be found particularly satisfactory because of the non-extensible clincher base which holds the tire firmly to the rim and does not allow creeping.

"A great many of our dealer friends have written asking: 'Why can't you make some arrangement so that we can get Vitalic tires on our bicycles' and advise us that their source of supply won't furnish Vitalic tires because we 'won't make the right price.'

"If the question of right price means the lowest price bicycle tires can be purchased for, then it is true that we have not made the right price because Vitalic tires have not and never can be sold on the basis of price. But, if the right price means selling tires of Vitalic quality at the lowest price that will permit us to maintain quality and workmanship, then we must insist that we have made the right price."



8th Annual Class
Starts November 27th

Harley-Davidson dealers' mechanics learn in overalls at this free school

FOR seven years now, Harley-Davidson dealers from all over the country have been sending their mechanics to this free factory service school. The "why" and the "how" go hand in hand here. So much class instruction talks and so much actual work in overalls is combined at this factory school. Every man that passes the examination at the end of the course is given a recommendation that identifies him as a *factory-trained* Harley-Davidson motorcycle mechanic.

It's good business for Harley-Davidson dealers to send their mechanics to Milwaukee, once a year, for this free factory training. Dealers have learned that the three weeks of the year their mechanics invest at this school bring forty-nine other weeks of intelligent, time-saving and improved service to their riders that pays a profit and helps build up their business.

A sound motorcycle business, today, can be built only on a foundation of value and *service*. Dollar for dollar value that sells your prospect and service that *keeps him sold* and a booster for your business to his friends.

The Harley-Davidson free factory Service School for their dealers' mechanics is another big instance of constructive co-operation that helps build up a profitable and permanent motorcycle business.

HARLEY-DAVIDSON MOTOR COMPANY, MILWAUKEE, WIS.
World's Largest Builders of Motorcycles and Sidecars

1923 HARLEY-DAVIDSON
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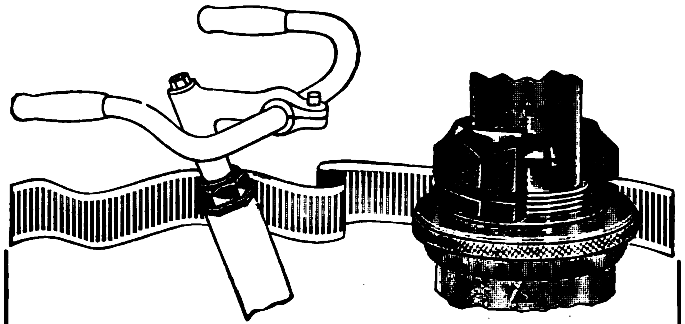

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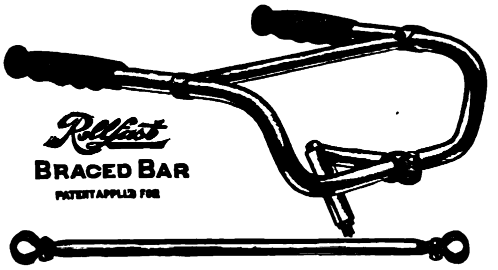

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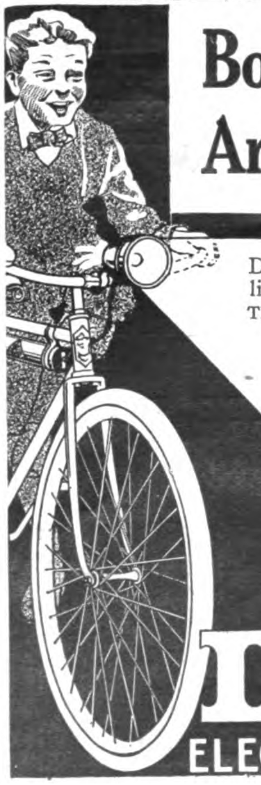

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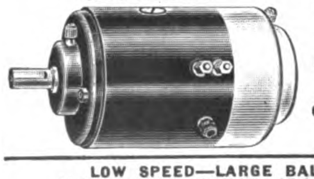

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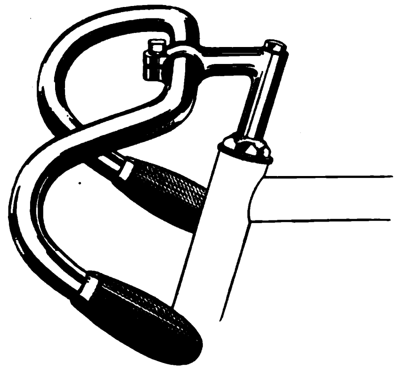

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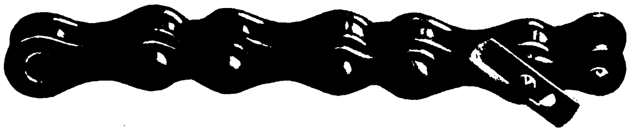

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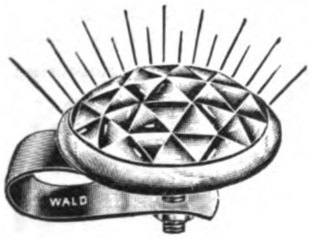

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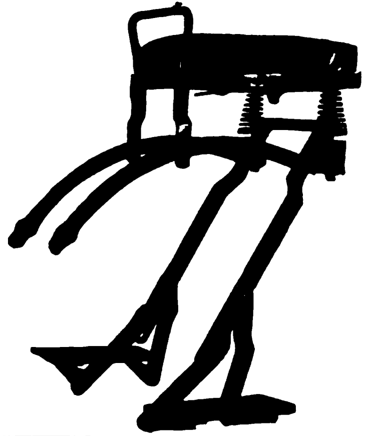

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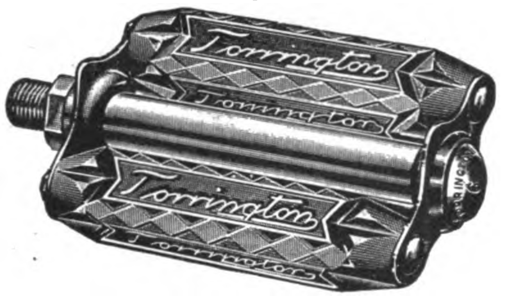

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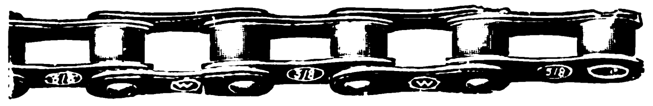

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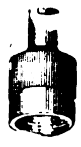

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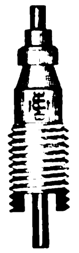

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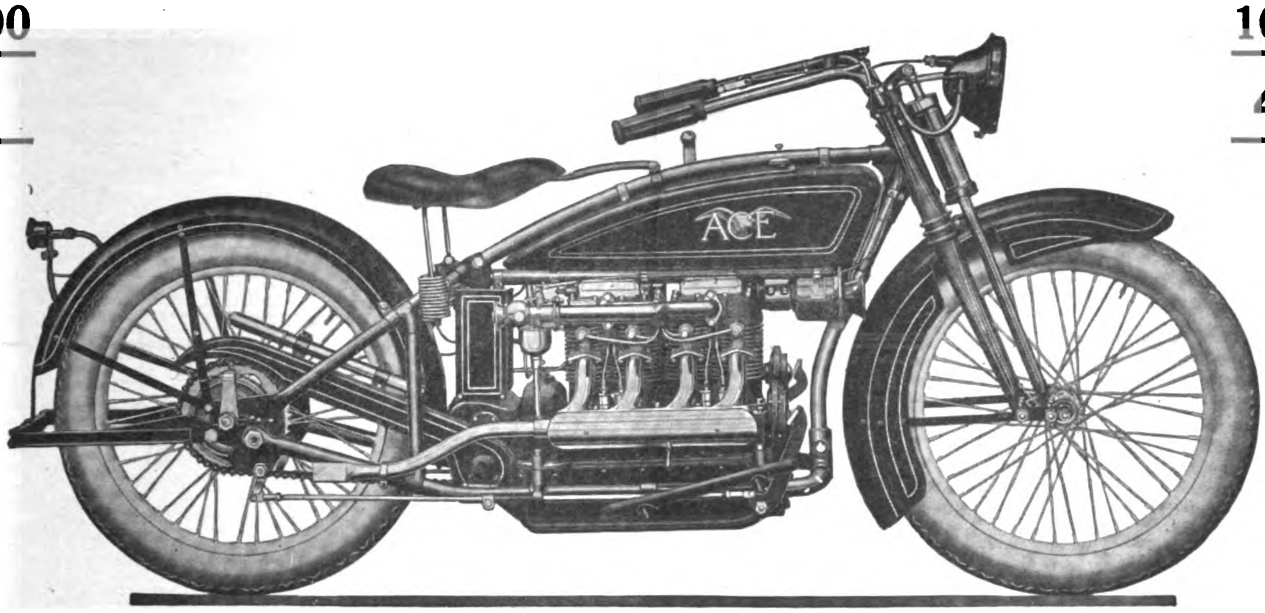

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"Tougher than elephant hide"

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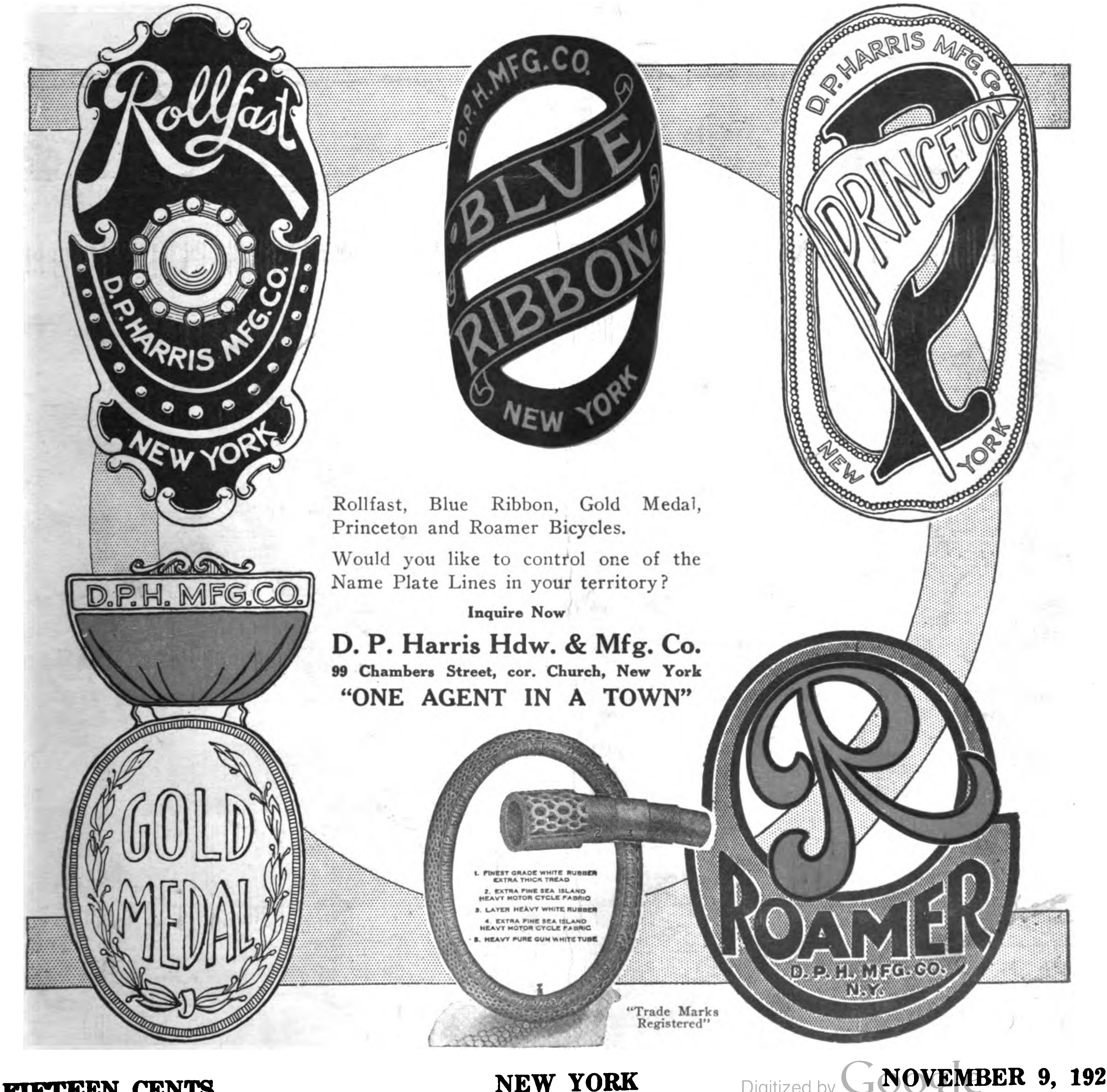
America's Greatest Cycling Magazine



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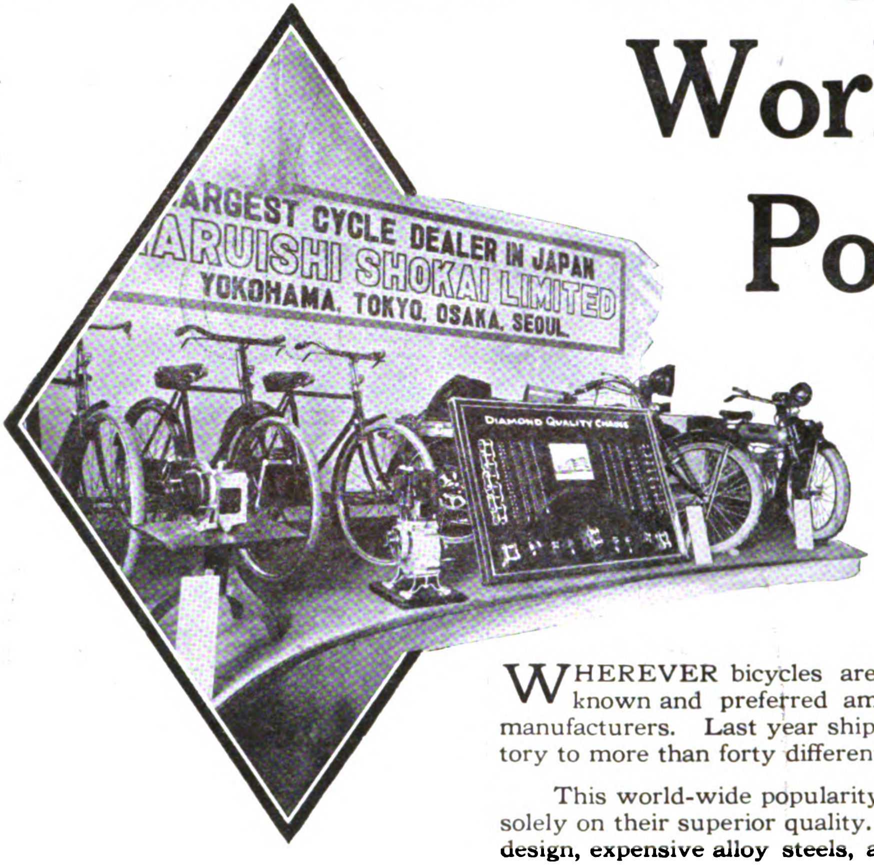

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WHEREVER bicycles are used, DIAMOND Chains are known and preferred among riders, dealers, jobbers and manufacturers. Last year shipments were made from our factory to more than forty different countries.

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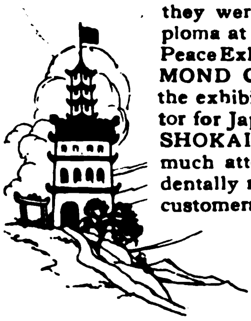

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Makers of High Grade Chains Since 1890

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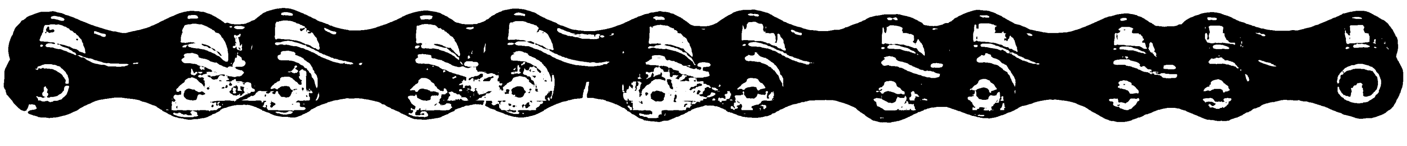

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Vol. 18 *November 9, 1922* *No. 45*

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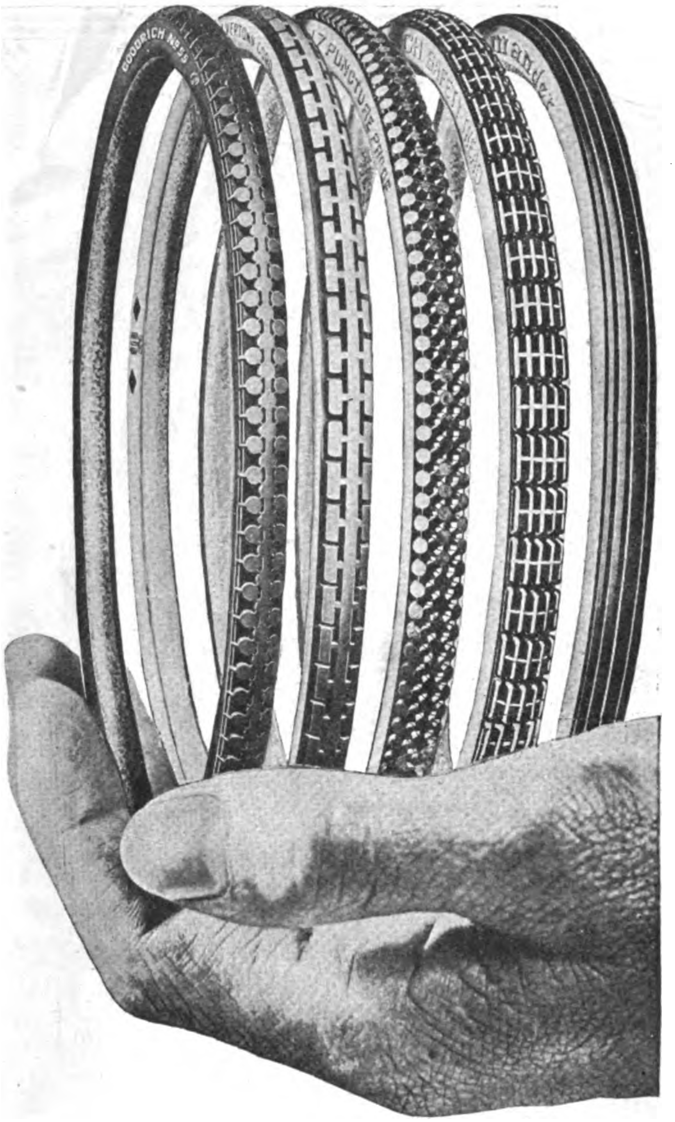

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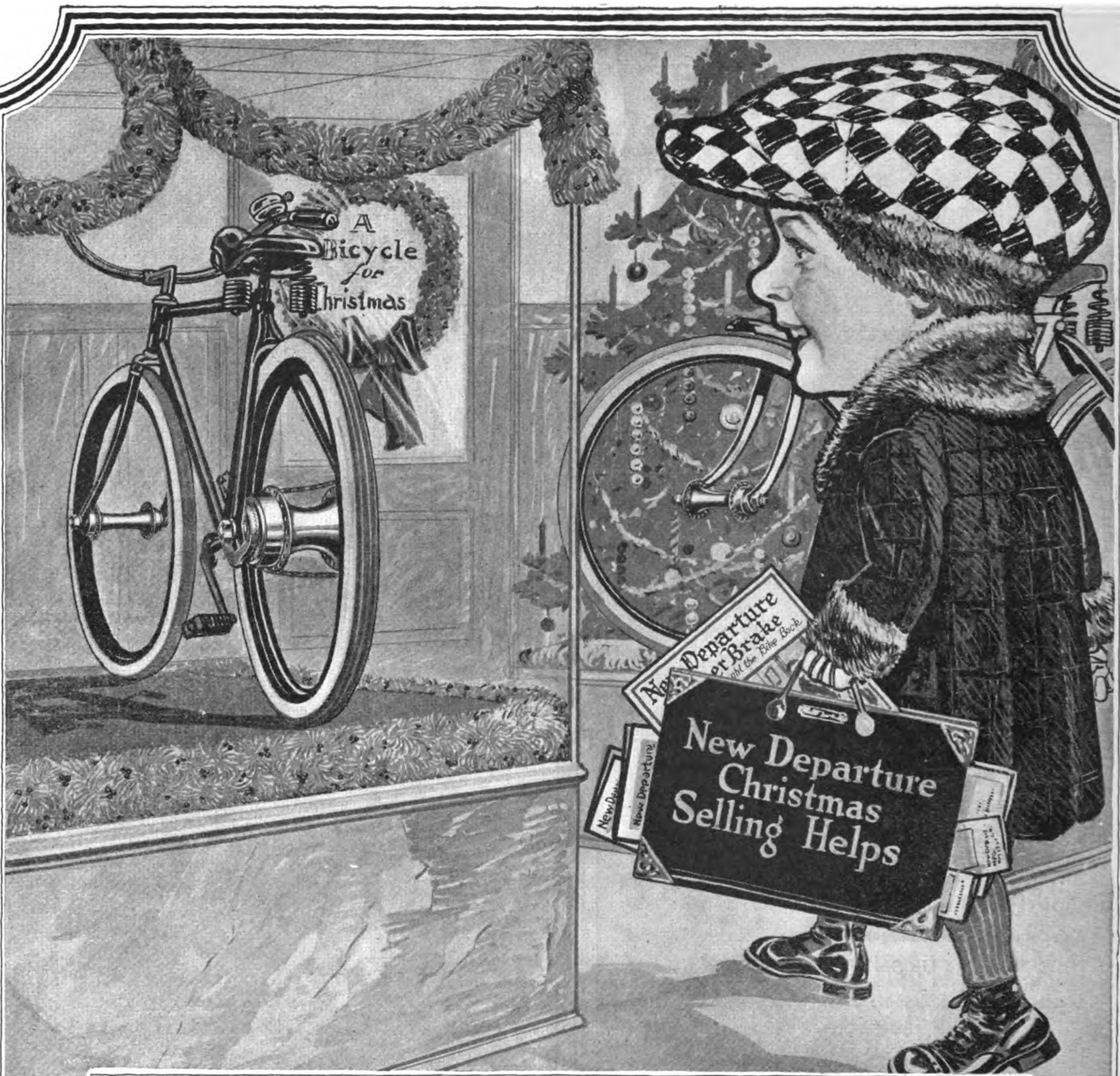
"BEST IN THE LONG RUN"


A Bicycle for Christmas
New Departure Coaster Brake
New Departure
New Departure
New Departure Christmas Selling Helps

HERE we are fellows, all set for the Christmas holiday business!

Dealers who use New Departure coaster brakes on their wheels will have a mighty fine line of selling helps to drive home the big idea—a bicycle for Christmas. Within a week you should receive all the details, in the mail. Watch for them.

A big, new Christmas poster, 25 x 35, in twelve colors, two new booklets, a special Christmas post card to send your trade, and brand new newspaper cuts for your holiday advertising—all will sell a lot of bicycles for you.

Write us early just what you can use and we'll do the rest.

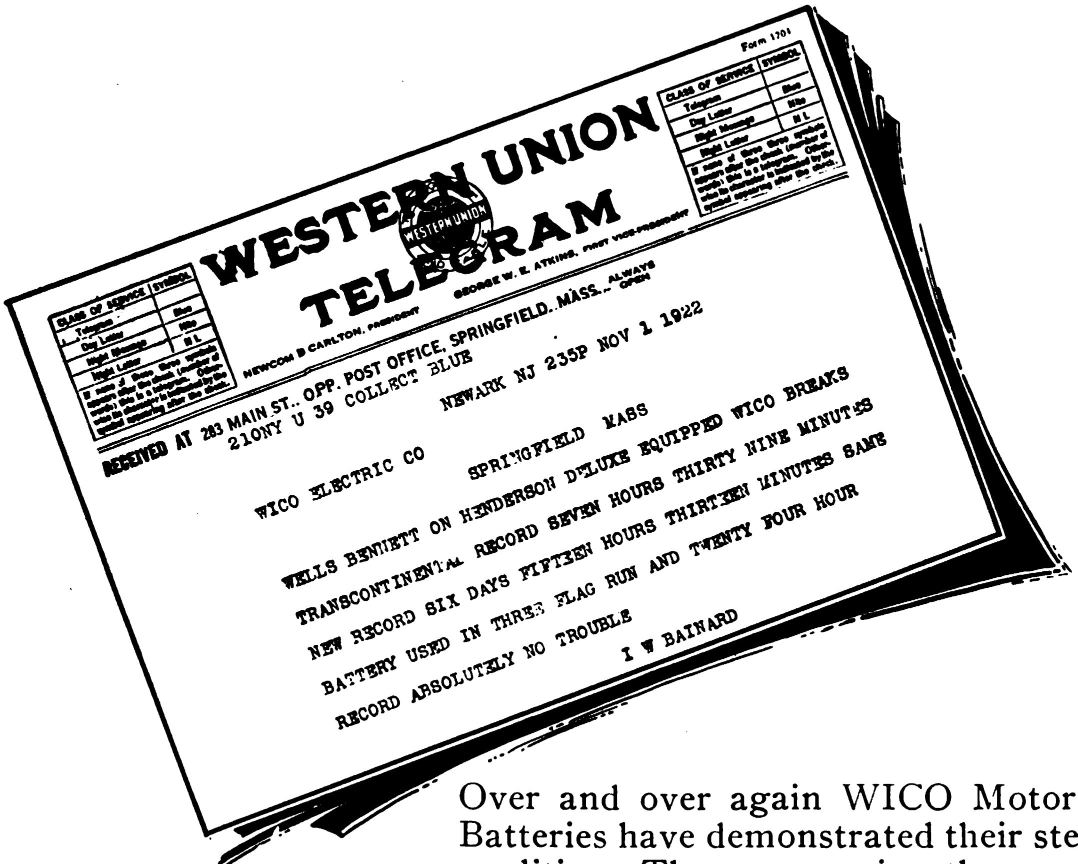
THE NEW DEPARTURE MANUFACTURING CO.
BRISTOL, CONN.

The ~~~~ Same WICO Battery

The Same WICO Battery

Takes Wells Bennett

from Canada to Mexico / Pacific to Atlantic



WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1201

RECEIVED AT 283 MAIN ST., OPP. POST OFFICE, SPRINGFIELD, MASS. ALWAYS OPEN

210NY U 39 COLLECT BLUE

NEWARK NJ 235P NOV 1 1922

WICO ELECTRIC CO SPRINGFIELD MASS

WELLS BENNETT ON HENDERSON DELUXE EQUIPPED WICO BREAKS
TRANSCONTINENTAL RECORD SEVEN HOURS THIRTY NINE MINUTES
NEW RECORD SIX DAYS FIFTEEN HOURS THIRTEEN MINUTES SAME
BATTERY USED IN THREE FLAG RUN AND TWENTY FOUR HOUR
RECORD ABSOLUTELY NO TROUBLE

I W BAINARD

Over and over again WICO Motorcycle Batteries have demonstrated their sterling qualities. They are serving thousands of motorcyclists in every civilized country in the world.

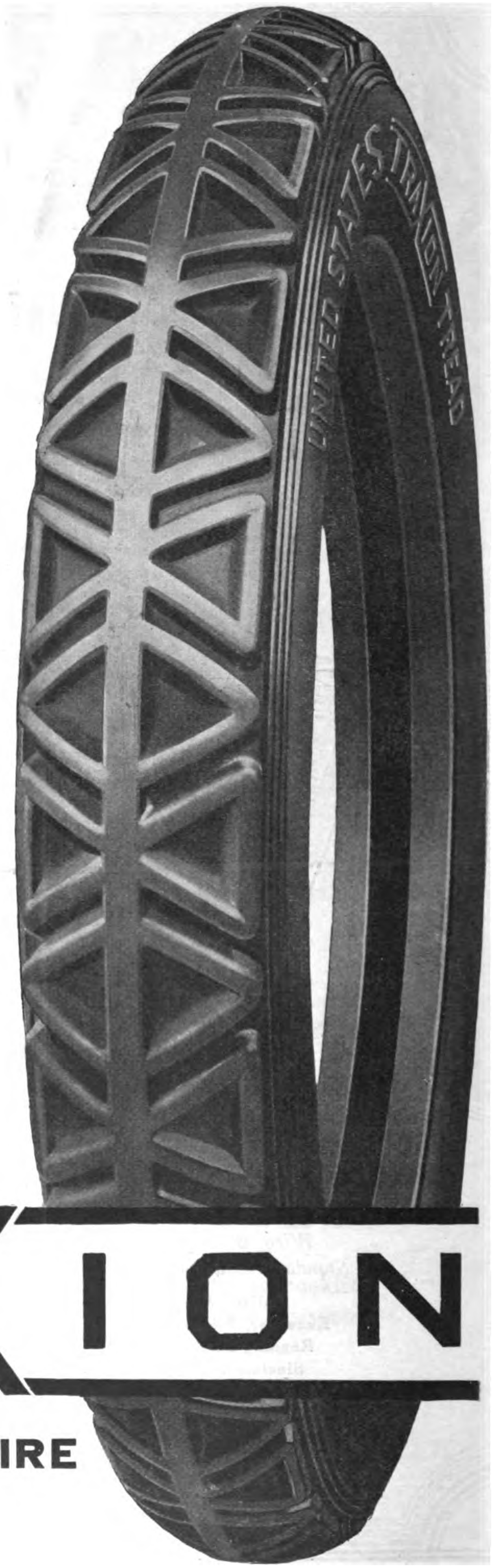
Dealers—your motorcycles should be WICO equipped.

Riders—insist on WICO, and insure against battery trouble.

"You want Wico"

Wico Battery is
Standard Equipment on
Indian, Ace,
Excelsior, Henderson,
Reading-Standard,
Sinclair Militor.

Wico Electric Company, Springfield, Mass.
Pacific Coast Service, Northwest Wico Co.
144 12th St., Portland, Oregon



NOT hard to understand why a certain tire store gets the name of being the *one place* to get motorcycle supplies.

For instance the handling of such a line of merchandise as Traxion Tread Tires gives a man a standing that reflects *quality* on his whole stock of goods.

Mostly because he can look a customer in the eye and tell him that Traxion Tread is the *finest article of its kind produced.*

As well as the *best motorcycle tire value* to be had anywhere.

United States Tires
are Good Tires

United States Rubber Company
US
Rubber System
and Associated Companies

TRAXION

THE U. S. MOTORCYCLE TIRE

Motorcycle and Bicycle Illustrated

America's Greatest Cycling Magazine

Volume 18, No. 45 November 9, 1922

Random Thoughts

By W. H. Parsons

IT is easy enough to lead a horse to water, the old saying reminds us, but making him drink is something different again. Some dealers remind us of the horse. They subscribe for their trade paper but they don't read it, or if they do, they don't make use of the helpful ideas and suggestions contained in every issue. For example, in the September 28 issue of MOTORCYCLE AND BICYCLE ILLUSTRATED was published the statement of President Louis F. Butler of the Travelers' Insurance Co., to the effect that Motorcycles and Bicycles were the safest vehicles on the road, not even excepting the horse and buggy. This statement was given prominent display with the suggestion that dealers cut it out and paste it in their show windows. Last week we received a letter from a dealer who complained that he had lost a sale of a motorcycle because he didn't have any arguments to give the parents of the prospect who feared the motorcycle was dangerous. The dealer wanted to know what could be done about it. We sent him a copy of President Butler's statement with a red ring around it.

* * *

THE Federal Reserve Board predicts the possibility of a serious car shortage, and reports some curtailment of business already as the result of transportation difficulties. Not long ago MOTORCYCLE AND BICYCLE ILLUSTRATED urged dealers to place their orders well ahead of their needs to avoid the losses that would result from delayed deliveries should a car shortage develop. Now it appears the shortage is imminent. How many dealers heeded the warning? We hope a great many. This week the news comes from Washington that the Express companies are planning to make a fight for an increase in rates. Should they win, and the chances are about even that they will, rush shipments will be even more expensive than they are at present.

* * *

IN September when the big price cuts were made by the Bicycle Manufacturers MOTORCYCLE AND BICYCLE ILLUSTRATED expressed the opinion that prices had reached bed rock, and that it would be wise for dealers to take advantage of them while they lasted for it would not be surprising if the next announcements would be the other way around. This week's announcements fulfill the prediction. We will not be surprised at further moderate increase in f. o. b. factory prices on bicycles in the very near future.

IS YOUR TOWN LIKE THIS?

THIS week our circulation department received the following note from a subscriber in response to a questionnaire as to whether he was a rider or a dealer:

"I do not own a motorcycle, though I like all makes. Dealer enmity and jealousy keeps me from buying one, so I make them take turns in furnishing me one for all occasions."

The explanation is that this particular person is an M. and A. T. A. referee and he dares not own any make of motorcycle because the dealer rivalry is so keen in his town that he knows he will be accused of favoring contestants riding the same make, should he own a machine of his own.

We know of other cases of the same kind. Pretty small business, isn't it?

ON Sept, 7, MOTORCYCLE AND BICYCLE ILLUSTRATED published a survey of over 100 important cities in the United States, showing the number of bicycles used by the police departments of those cities. Bicycles have been used by the police departments for twenty years or more but of the 100 largest cities in the country only about 30 have bicycles. Why? Chiefly because no special effort has been made by either manufacturers or dealers to "sell" police department heads the bicycle idea. Those cities in which bicycles are used have found the two wheelers especially efficient and economical for patrol purposes. The mounted officer can cover a longer beat and cover it oftener. He can get from place to place faster. There isn't a department in the country so small that it could not make good use of bicycle equipment. Why not go after the business?

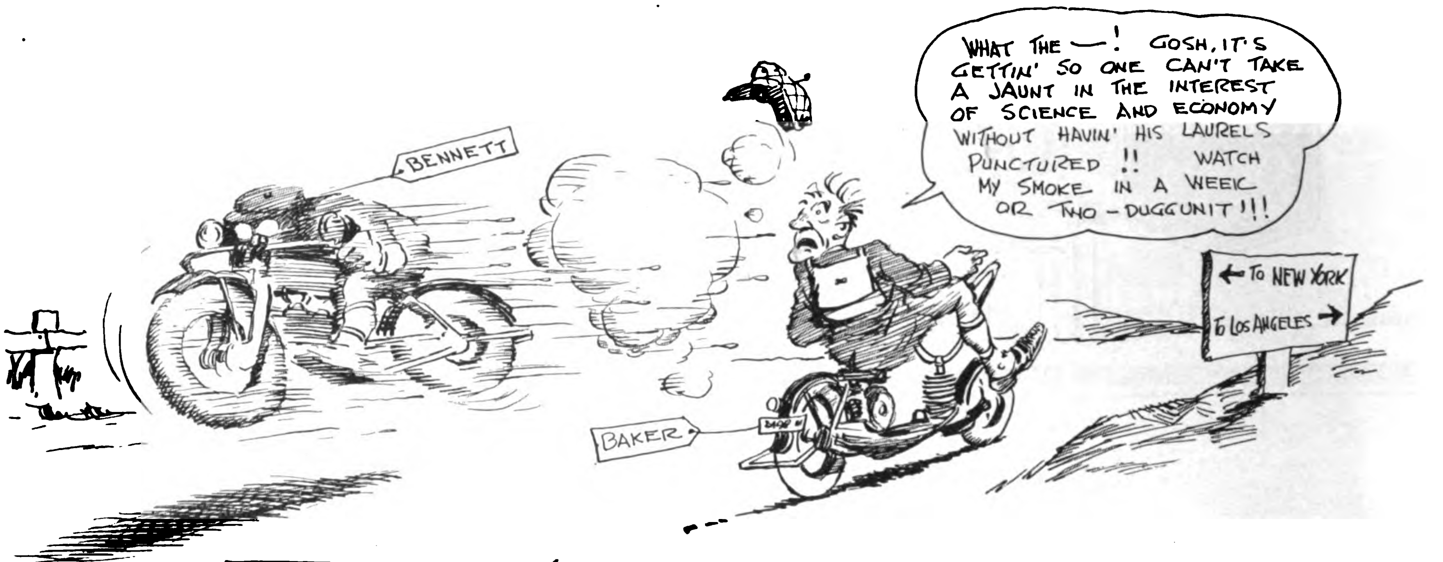
* * *

THE director general of the United States Employment service reports this week, that in 56 of the 65 leading cities of the country there was a marked increase in employment during the month of October, over the month of September. In the eight cities in which there was a reduction there were strikes. This is the kind of news we like to get from our Washington correspondent.

* * *

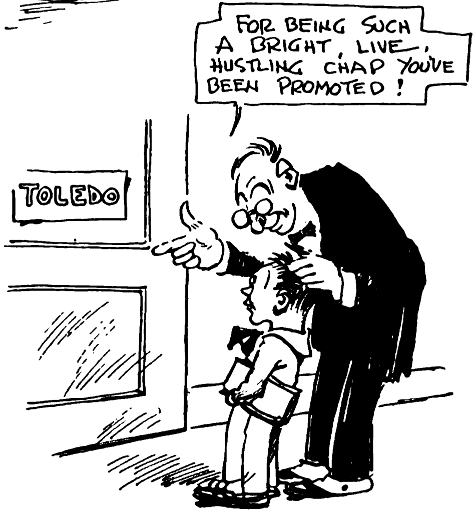
THIS is the open season for transcontinental record breaking. "Cannonball' Baker and Wells Bennett have been playing a little game of see-saw, now you're up and now you're down. One of them will make an unbeatable record and then the game will be ended.

WEEKLY WHIRL of WHEELS

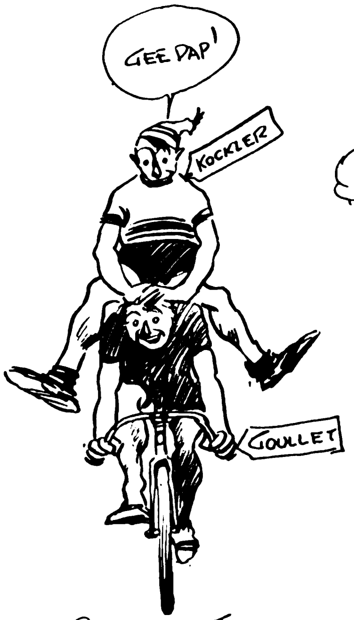

WHAT THE —! GOSH, IT'S GETTIN' SO ONE CAN'T TAKE A JAUNT IN THE INTEREST OF SCIENCE AND ECONOMY WITHOUT HAVIN' HIS LAURELS PUNCTURED !! WATCH MY SMOKE IN A WEEK OR TWO - DUGGUNIT !!!
BENNETT
BAKER
← TO NEW YORK
TO LOS ANGELES →

TWO FAMOUS GENTS PASS ON THE ROAD

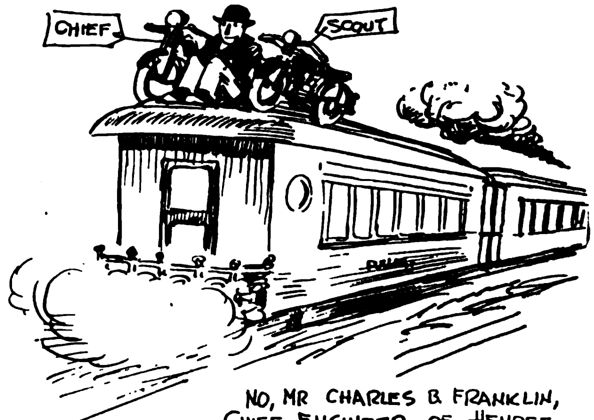
AND WELLS BENNETT ON A HENDERSON CLIPS 7 HOURS 39 MINUTES OFF OF BAKER'S TRANSCONTINENTAL RECORD MADE ON AN ACE


FOR BEING SUCH A BRIGHT, LIVE, HUSTLING CHAP YOU'VE BEEN PROMOTED !
TOLEDO

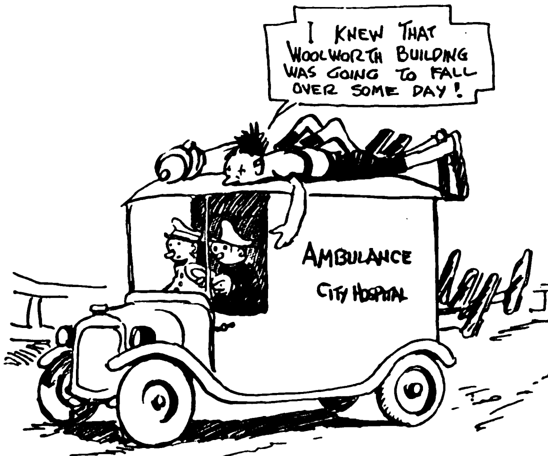
GLENN DURLING MADE SUCH A SUCCESS OF THE HARLEY-DAVIDSON AGENCY AT WADSWORTH, OHIO, HE WON A BIG PLUM IN THE FORM OF THE TOLEDO, OHIO, AGENCY


GEE DAP!
KOCKLER
GOULLET

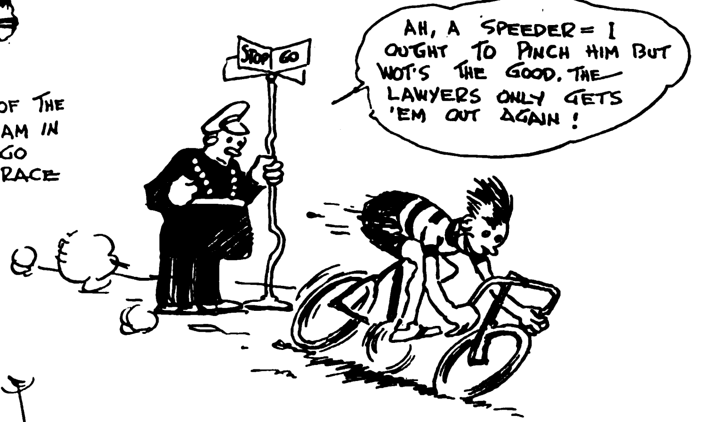
PICTURE OF THE WINNING TEAM IN THE CHICAGO SIX-DAY RACE


CHIEF
SCOUT

NO, MR CHARLES B FRANKLIN, CHIEF ENGINEER OF HENDEE MFG. CO., IS NOT STEALING A RIDE BUT HE IS, WITH THE SCOUT AND BIG CHIEF, TOURING VIA PULLMANS AND GIVING MIDDLE-WEST AND PACIFIC COAST DEALERS THE DOPE ON THE "INSIDES" OF THE INDIAN LINE


I KNEW THAT WOOLWORTH BUILDING WAS GOING TO FALL OVER SOME DAY!
AMBULANCE
CITY HOSPITAL

100 RIDERS STARTED IN THE BAY VIEW WHEELMENS TWO-HOUR TEAM RACE BUT 100 RIDER DID NOT FINISH - NO INDEED!


AH, A SPEEDER = I OUGHT TO PINCH HIM BUT WOT'S THE GOOD. THE LAWYERS ONLY GETS 'EM OUT AGAIN!
STOP GO

WILLARD KNECHT, C.R.C.A., MAKES NEW JERSEY CITY - PHILADELPHIA RECORD OF 6 HOURS 45 MINUTES, WHICH CUTS 20 MINUTES OFF OLD MARK

HOWARD FREEMAN

Camp among the Lodge Pole Pines above Grand Lake Settlement.

Soloing in the Heart of *the* Rockies

By H. B. Rose

THERE is no sport in the world that can equal that of riding a solo motorcycle. In this day when nearly every machine you meet has a sidecar attached and the manufacturers are bearing down so strong on the sale of big high powered machines and they are really making a machine that pulls a sidecar so nicely, I know that I will find those and many of them who will disagree with me. Facts are that there is many a motorcyclist today who can't ride solo. Of course, there is real sport in following unbeaten trails with a sidecar especially when you take a good pal along, but the real big thrill of the motorcycle to me comes from riding solo. Whether burning the wind on a piece of pavement or macadam or following some winding out-of-the-way trail in the wilderness where the chance of a spill lurks in every curve, the motorcycle holds an appeal and delivers a "kick" distinctly its own. There is nothing with which it may be compared.

We, Tipperary Tip, Ken Cotton and myself, thrashed this all out last winter one night when the three of us got together at Cotton's fireside. The result was that then and there we made plans for a real solo trip which should take place in the following July. The date was set; the time of starting was decided upon; the route to be followed was marked in heavy black lines on a map and even our camp sites were picked. That was in January. There were six months of delicious anticipation and then came the day for the start.

We wheeled out of Denver at just five o'clock. This was not quite in line with the plans, but just as we were about to start, I found that I had a clogged gas line and we were a few minutes late in getting away. Ken and Tip both rode sixty-one inch machines while I rode a Sport model. We were equipped for camping. Tip and Ken each had a roll pack containing a tent and their blankets strapped across their luggage carriers while I carried the commissary. I have a pair of regulation army saddle bags swung across the luggage carrier of the Sport. They are always handy. On this trip they carried all cooking utensils as well as the eats. In the right hand pocket was a large can for making coffee. Inside it were other cans containing coffee, sugar, milk, salt and pepper. Also there was a package containing five pounds of ready-sliced bacon. In the other pocket were the camera, tripod and some tin cups. This left plenty of room for fresh bread and four pounds of steak which we purchased at the town of Longmont just before entering the hills. On top of my luggage carrier I laid my blanket, folded, and in the folds were placed a skillet, a long fork, and a sharp knife. Our tin plates were nested in the skillet. On top of the pack was strapped a wire grill to be used as a stove. Our packs were light and easy to carry and yet we had everything we needed.

Our road lay in a general direction straight north from Denver, parallel to the mountains about twenty-five miles from the foothills. We were headed straight for a row of hills that are the first break of the foothills where they start up out of the plain. Not until we came clear up to the base of a big granite boulder could we see how we were going to get over that abrupt ridge, but then there was a road winding around through the rocks and we found ourselves in a gap. We slipped down a little slope into the Big Thompson Canon. "It is four miles to the first camping place," said Ken. "I know the place and believe I can find it in the dark."

In a little while, Ken turned off the main trail and led us down through a rocky meadow and pulled up on the very edge of the Big Thompson river. While I built a fire and got the steak on the grill, Ken and Tip set up the pup tents and laid out the bedding.

It has a way of scenting up the atmosphere that is tantalizing to a hungry man and when I gave the word that the steak was done and the coffee boiling, I didn't have to call the second time. It was a good meal and we left no scraps.

The morning came gray and misty with low lying clouds that threatened to pour down rain on us at any moment. We were inclined to stick to camp rather than move, but after a good breakfast of bacon, fried good and brown and several cups of good hot coffee we felt better and decided to hit the trail.

The canon of the Big Thompson River is so narrow that there is barely room for the river and the road which is built along the bank of the river had to be literally carved from the solid granite of the

Looking into the Poudre Basin from the summit of Wilner Pass. The snow bank is thousands of years old.

canon walls. We got so absorbed with the scenes about us that we had almost entirely forgotten the weather and then just as we broke out of the canon into Estes Park, we noticed that somewhere in the miles behind us we had left the clouds.

We stopped in the edge of Estes Park as nearly everyone does. The scenery here is too wonderful to be true. The park itself is a rolling expanse of about three or four thousand acres. Straight ahead, to the west the snow-spattered summits of the Main Range of the Rocky Mountains stand in bold relief. We can pick out the low place which is Milner Pass on the Falls River road which we expect to cross later in the day. On the north the park is hedged in by a rugged mountain spur that extends out from the main range and on the south stands Longs Peak, the highest mountain in the region.

There are several hotels scattered throughout the park. We saw several of the swell guests of these hotels out for their morning walk and for all their nifty hiking clothes we got the impression that they are not having as much fun in this great outdoor man's paradise as they might.

Around a curve, across a bridge and we are in a narrow winding trail that leads us a tortuous path among rocks and through heavy timber. The road is so crooked here that even though we were riding fairly close together we seldom got a glimpse of one another. At Rocky Mountain National Park, there is a low log building spanning the road and an official of the Parks Service went through our packs for firearms and gave us some instructions on our deportment while in the park and some directions on the road.

We were steaming along at a good clip here when I spied away up ahead what I at first took to be a flock of sheep, but there was something about their appearance even at that distance that made me wonder if they were not the famous big horn. We wanted a picture of them and accordingly laid our plans to sneak up and snap them. The Big Horn or mountain sheep is very shy and we knew that if we were to get a picture of them we would have to resort to some kind of strategem. We finally decided that I should ride forward on the Sport, making as little fuss as possible, until I reached a point which was the same distance from where they had emerged from the hills as they were at the time. Then I was to open the muffler, turn on the gas and head 'em off if they tried to go back. We figured that the valley was so wide that they would not attempt to go on across, but would try to escape back to the hills if they made any move at all. The plan worked perfectly. I sneaked up as quietly as I could until I was about a hundred yards from where they had crossed the road and then opened the muffler and made a run for it. A big ram who seemed to be the leader of the flock saw me just before I opened up and he started a rush for the hills, but when he saw that the roaring snorting thing in the road would intercept his path, he stopped, head up and looked. The others had started the bolt with him and now they milled around and rushed back and forth, looking for an opening. By this time Tip and Ken came up and held the sheep while I got a picture. This flock which we saw numbered all told, twenty-seven and is probably the largest flock in the State. A rancher whom we met said that they rarely came down out of the crags above timberline and that they doubtless came down this time after salt as there is known to be a salt lick near

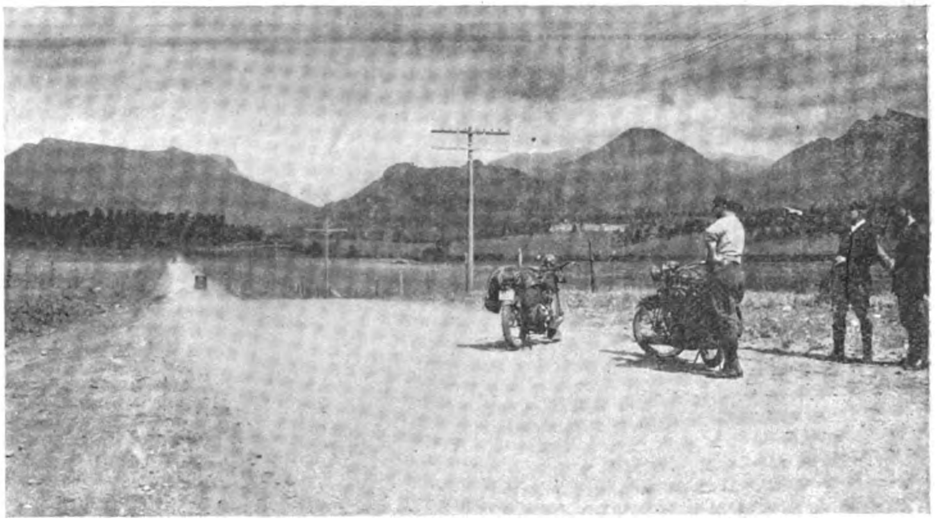
Approaching the Falls River Road in Rocky Mountain Park.

On the Ridge, 100 feet above the Grande Valley

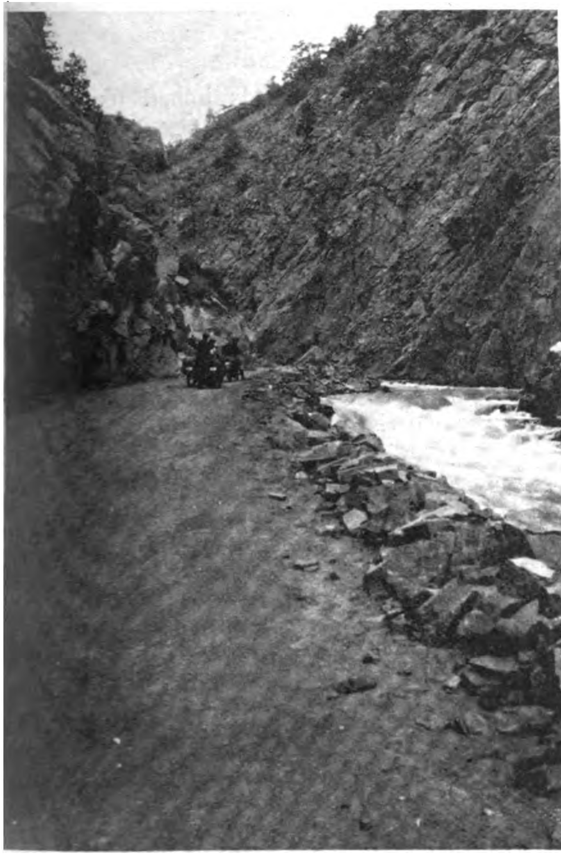
close by where we saw the flock.

In a short time after meeting up with sheep we entered the Falls River road. Below us in a narrow slit of a canon we could hear but could not see the rushing Falls River. This river comes directly from the melting snow on the divide and rushes a furious course down into Estes Park, where it loses its identity in the Big Thompson. The river gets its name from the great number of falls it contains.

We stopped at Chasm Falls which is the largest waterfall in the river. We parked the machines at the lower end and climbed to the upper end of the fall only to find that we could have ridden the machines to within a few feet of the fall at the top end.



In Estes Park. The low place in the hills at the right is Wilner Pass, 40 miles away.



In Big Thompson Canon.

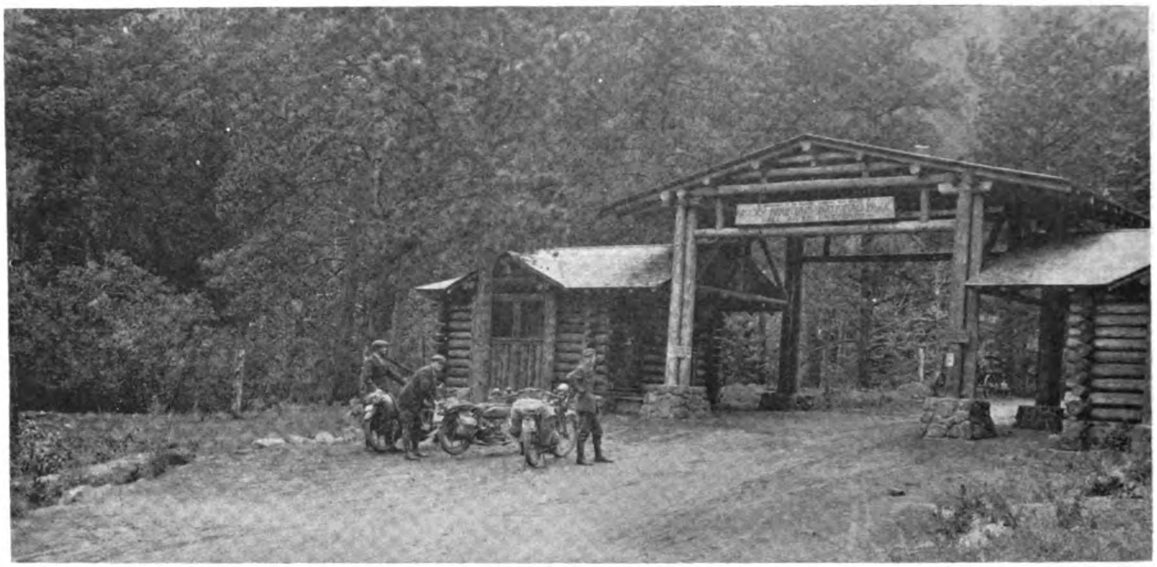
To enumerate and mention separately all of the stupendous features in the scenery and the natural wonders that greeted us on every hand as we climbed this wonder trail would take entirely too much room. One of these which should be mentioned, however, is a place at a point about a thousand feet below timberline. The road runs for a short distance along the brink of a deep chasm in the bottom of which the river thunders along. Directly opposite on the north slope of the mountain are several immense snow drifts and out from under each of these rushes a stream of water. The rocks over which this water runs have been worn smooth by it which shows that this same thing has been going on for perhaps thousands of years. As fast as the drifts melt, new snow falls. It is one of the little details of nature's gigantic scheme for maintaining her economic balance. Timberline never fails to interest and thrill me. The trees suddenly leave off. You whirl along through gigantic spruces standing so close together that they seem to make a solid wall on either side of the road and without warning they stop. The tops of the trees farthest up are twisted and distorted by the cold winds that blow across the top of the world. In the lee of rocks and in the more sheltered places the Englemann Spruce, the hardiest of trees, makes a desperate attempt to grow, even lying flat on the ground, but as far as timberline is concerned, it is well defined and there is no timber beyond the dead line.

The four miles between timberline and the summit of the pass is full of interest. The road winds around, takes a switchback for a few hundred yards, then another and comes out on a ridge which soon brings us to the summit. Just to the north of the road before crossing the summit we look over into the valley of the Poudre River. Beyond it several miles away, rises Hallets Peak and far down the canon the trees look like weeds although they are the largest in the State.

Milner Pass is 11,797 feet above sea level. It is the highest point in the world at which an auto road crosses a divide. Pikes Peak road is higher, but it has no destination. Straight ahead and to the west we look over into the upper valley of the main branch of the Poudre and southwest we can see the basin of the Grand River and the foothills of the western slope beyond. To the northwest stand the majestic Medicine Bow Mountains. A few hundred yards to the north of the pass is Specimen Mountain, a burned-out volcano and directly south is Mount Ida which has an elevation of 13,863 feet.

It is an eye full. For a full half hour we strain our orbs, doing our best to absorb it all. We don't say much, but we see a lot. Then Tip draws a plug of eating tobacco from his pocket, bites off a sizable chew, pushes his machine off the dead center of the summit and when it has gathered enough speed vaults into the saddle and rolls on down the west slope toward timberline. Ken and I follow

Looking up the ridge from the Grande Valley



Entrance to Rocky Mountain National Park.

his lead and without a turn of the motors we coast down through timberline and into another series of loops and turns.

At the foot of this corkscrew road we make one more stop to look back up the road we have come and then we are off down the tree-lined valley road. We did not stop until we reached our camp place at Grand Lake Settlement. I gathered wood and built a fire while Tip and Ken went down into the town for supplies.

It was still early when we had finished our feed and we cleaned up the place and went for a stroll around the lake. Grand Lake is the largest body of water in the State. It is two miles in length and a mile wide. The water is as clear as crystal and as cold as ice as the inlets come directly from the snow. There are a few summer homes around the edge of the lake and the Grand Lake Yacht Club, the highest yacht club in the world, have a club house here. We walked around to the various points of interest. Tip's remark is characteristic of him. "Well," he said, "It's a nice place to put a lake." We agreed with him.

At dark we wandered back to camp, brewed another pot of coffee, piled wood on the fire and settled ourselves to enjoy the best part of any trip, the nights in camp. And we might have enjoyed it thoroughly had it not been for the mosquitos. These insects are the most savage I have ever seen and they attacked us in mass formation. We succeeded in killing a few but there were enough got away to renew the attack until the cold came down out of the hills and numbed them. By nine, they were all gone and we sat by our campfire in comfort.

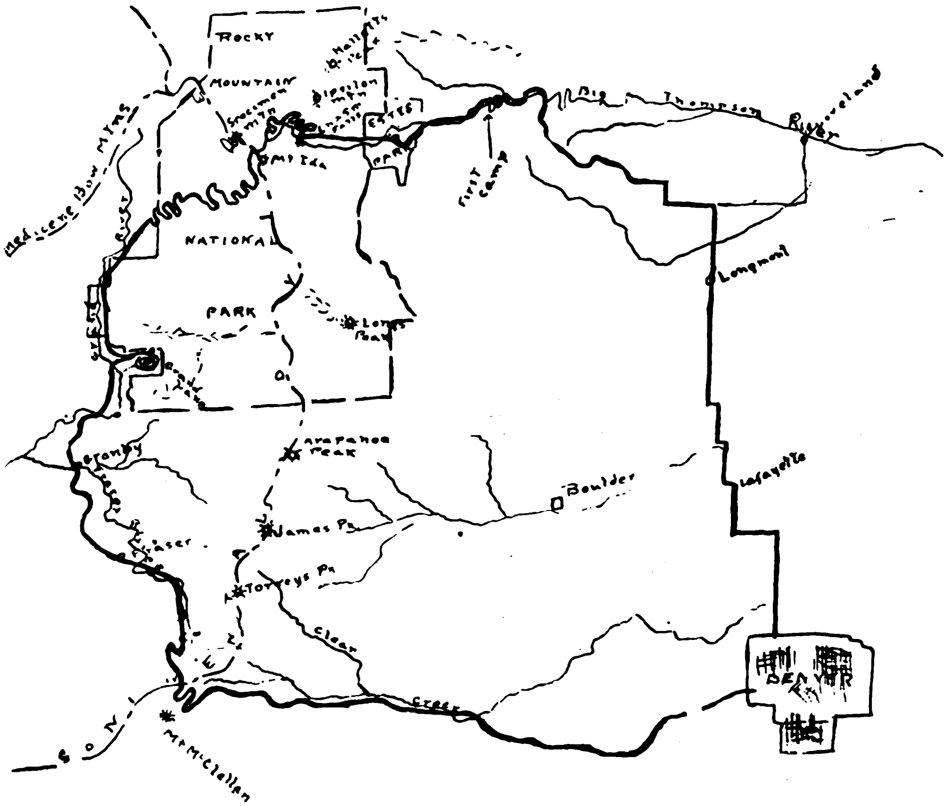
As we sat there talking, there came to our ears the sound of a motorcycle far off. "Seems funny to hear 'nuther motorcycle in this wilderness," Ken said.

"Probably some tourist coming into camp. Wonder who he is?" said Tip, preparing to roll into the blankets.

"Whoever he is he's coming closer," I remarked, for by now we could hear the machine plainly. For several minutes we sat and listened while the motorcycle came nearer and nearer. Then he was just below us on the same street in the village and to our great surprise he came directly up the hill and threw out the clutch right in camp. It was a couple of the motorcycle fraternity from far off Richmond who are touring the country with a sidecar outfit. Their names are Fulton and Will. We had visited and talked motorcycle until we had talked ourselves nearly to sleep and they pitched their tent beside ours and we all rolled away to dreamland.

Our new found friends joined us at breakfast and decided to journey with us that day back across Berthoud Pass on our way home. We found them to be a couple of grand scouts and this was a better trip for having met up with them. We broke camp about nine o'clock and zoomed out of the log village on the road south and toward home.

This road led us through the heart of the greatest cattle and hay country in Colorado. Most of the land is fenced and the hay is allowed to grow up for winter feed. At this time of year the cattle are away in the hills on the free range, but we saw a few large herds.



Map of the route traveled by the tourists. Heavy line is the road they traversed in their circle through the mountains.

This is the famous Middle Park country. It is a rolling park-like expanse with an altitude of better than 8,000 feet. It is said that the soil is extremely fertile and at present it is being boomed as a gardening section.

The west approach to Berthoud Pass is a regular hill. It leads straight up the side of the Fraser River Canon and there is not one single hair pin or loop in the road to take the kick out of the grade. I don't know what the other boys thought, but I decided that the engineer who decided to put low gear on a Sport model was a genius and believe me, I used his little invention a lot. It sounds funny, but I am sure you wouldn't laugh if you could see the west approach of Berthoud. The old pass road was built some sixty years ago and was designed for jack trains only. We saw several flivvers with the occupants out pushing, doing their best to make it at all and there have been those who couldn't make it and left their cars in the road. That was some time ago, but the cars are still there. We breathed a long sigh when we got over the top.

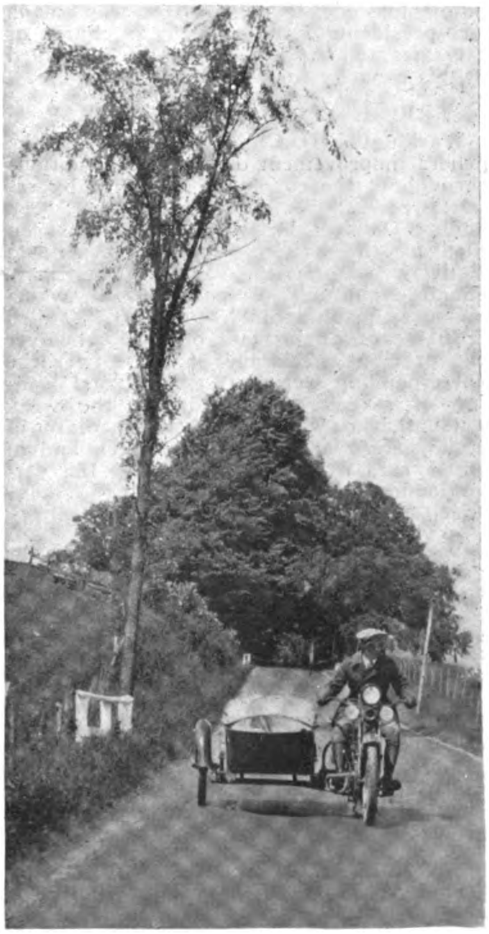
Berthoud Pass is slightly under timberline with an altitude of 11,309 feet. It was one of the first wagon passes built in the Rockies. On the way up, we have passed close to the foot of James Peak through which a tunnel is soon to be built for the use of the Moffat railroad. This tunnel will be the longest in the world, a little over seven miles and the building of it will be a job that will rival the Panama Canal as an engineering feat. Near James Peak are Grays and Torreys. Arapahoe Peak is slightly out of our range of vision on the way up, but we can see its square top from the summit. South and east of the pass is Mt. McClellan and Jones Peak and all of these mountains are close to and some of them above 13,000 feet high.

The road builders had already finished their work on the eastern side of the pass and we found a road as smooth as a boulevard with a grade that cannot be more than five per cent as flivvers we met on the way were plugging along easily in high gear.

We stopped about four miles from the top and brewed a pot of coffee and cleaned up the scraps left from breakfast. We wanted to drift along home easily and take our time to it and the Virginia boys were anxious to get to Colorado Springs that night so we said good-bye to them here and the last we saw of them they were hitting a good clip around a curve far below. After that we could hear the purr of their motor, but got no other glimpse of them.

For twenty miles up and down Clear Creek Canon there is evidence of the old gold rush that gave itching feet and aching backs to thousands in the late fifties and the early sixties. Here is a pile of yellow dirt on the hillside that meant a fortune to one prospector and there is another that meant never a dime. In the little towns of Empire, Dawson and Idaho Springs are the boarded up buildings that were the dance hall and the saloon. One with even a small imagination may people these mushroom towns with the gay, wild people who not so long ago actually thronged in and out those doors and up and down those streets. Idaho Springs discovered life-giving spring water in the hill above the town and it still lives. The other towns found only precious metal which contributes nothing to life or happiness and they are dead. A few of the mines are still in operation and it is thought that there are still millions of dollars stacked away in the hills along Clear Creek but the properties are now in the hands of big corporations and the adventurous, bearded, big-fisted miner of other days is no more.

For safety's sake, we took on a little gas at Idaho Springs and hoping our next stop would be home, we shoved off. It is some thirty-five miles from there to Denver, but the road is good and we wasted no time. We dropped down into Vernon Canon and so out onto the cement road and the next thing we knew, we were standing in Ken's front yard. We are a little tired and more than a little dirty, but we are grinning through our dirt. Last winter we made the plans for this trip on the platform that soloing was the greatest sport in the world and after finishing a good, long campaign, we are still going strong on the platform. There is positively no argument. Solo riding *is* the greatest sport in the world.



Thousands of miles of roads like this beckon to the motorcyclist

THE POWER OF EXAMPLE

W. A. MAYER, the dealer who sells Ace "fours," and in Ft. Wayne, Ind., is an active exponent of plentiful road riding as a means of keeping interest fresh among his customers. Mayer is an endurance rider of the kind that stops neither for time, distance nor weather, and his example reacts effectively upon prospective buyers. In the spring, Mayer was a member of the Ace team that took top honors in the 24-hour Ft. Wayne endurance run, and he scored heavily again recently when he took highest score in the heavyweight solo class in the Northwestern Ohio endurance run out of Toledo. In the latter case he rode to Toledo from Ft. Wayne in the rain before entering the strenuous mudfest, arriving just in time to grab a sandwich and check out.

The 125 miles to Toledo followed by the 367 miles of official endurance-run traveling, made a total of 492 miles through the rain and mud for Mayer, and he finished with an 18-carat grin.

With such an example of how to "do it with a motorcycle" it is natural that Mayer's customers should be loaded to the muzzle with enthusiasm, and the business that he has turned this season is eloquent of the effectiveness of his system. Mayer's sales this year would compare favorably in volume with those of many dealers in cities three or four times as large as Ft. Wayne.

I AM THE MOTORCYCLE

By Milo C. Richter

I WAS born of necessity, fathered by life's brevity and man's need for haste.
In and about the hives of industry I wend my way carrying the ambassadors of business, the messengers of trade.
Another mission have I; to bring to the city dweller the sweet, healthful breath and rural beauty of nature;
To bring to the tiller of soil the marts of the city.
Amid the shriek of death-dealing missiles I bore the despatch rider on his errands over shell-torn roads.
I did my best for Liberty's cause.
I'll serve again if I may.
My lusty lungs and muscular pinions are slaves to my rider, ever ready, never failing, eager.
My mission is Service, rendered speedily, reliably.
I am the Motorcycle.

With *the* Trade

CHANGE IN GUATEMALA TAX

Washington, D. C.—American Consul Arthur C. Frost, Guatemala City, reports that among the revisions of the "New Guatemala Tax on Automobiles and Carriages" are those stating that motorcycles are subject to a tax of 250 pesos and that bicycles, with motor attached, pay a tax of 100 pesos. These imposts, which are independent of municipal taxes, will become effective June 1, 1923.

NEW MIAMI MAN ON ROAD

Middletown, Ohio—Vice-President Edgar Boren, of the Miami Cycle & Mfg. Co., announces the addition of Mr. Stanley H. Lamb to the selling force of the Miami Co. He is traveling in Ohio, Michigan and New York. Mr. Lamb is a veteran factory and road man and has a wide acquaintance in the trade. He has been sending in a flock of orders from his territory. Vice-President Boren says increasing business is going to make it necessary to enlarge the salesforce considerably.

WESTFIELD SALES STAFF GROWS

Westfield, Mass.—A. L. DuChateau, who has been for several years the buyer for McIntyre-Burral Company of Green Bay, Wis., has joined the Westfield sales staff to handle the sale of Columbia and other Westfield bicycles in Wisconsin and upper Michigan. Mr. DuChateau is familiar with the trade in Wisconsin, Michigan, and Minnesota, having traveled the territory quite extensively while connected with Morley-Murphy Co., Hall-Williams Co., and Edwars-Crist Co.

MOTOR BICYCLES IN SOUTH AFRICA

Washington, D. C.—American Trade Commissioner Perry J. Stevenson reports from Johannesburg, South Africa, that during the first half of 1922 484 motor bicycles, valued at 38,703 pounds, were imported into South Africa, as against 1,094, valued at 103,788 pounds in 1921. At the same time sidecar imports declined from 8,278 to 2,398 pounds in value and from 275 to 84 in number, while the value of parts dropped from 19,008 pounds to 12,219 pounds.

Probably the main factor contributing to the comparatively smaller imports of motor bicycles has been the greater proportionate reduction in the purchasing power of the class who purchase motor bicycles. The smaller number of machines in operation means that the number of replacement purchases are also less than those of parts for cars. In recent years imports have been fairly well divided between the British and American makes on the market, but the trade impression is that the American product is, on the whole, gaining ground. It is interesting to note, however, that lower prices are now being quoted and that sales are improving.

W. L. Zimmerman, Western Sales Manager for the Westfield Mfg. Co.

WESTFIELD'S NEW WESTERN SALES MANAGER

Kansas City, Mo.—With the announcement of the change of policy of the Westfield Manufacturing Company, Manufacturers of Columbia, Cleveland, Tribune, Rambler, Crescent, and other popular lines of bicycles, in regard to the appointment of distributors to handle these lines in all territory west of the Mississippi river, comes the news of the appointment of W. L. Zimmerman as western sales manager with headquarters at Kansas City. Mr. Zimmerman will head the Westfield Sales Organization in the territory west of the Mississippi, and will collaborate with the Columbia makers in the appointment of distributing jobbers, in accordance with the new territorial franchised plan of the company. Mr. Zimmerman is a prominent figure among the trade, having formerly been connected with the H. S. Hearsey Co., bicycle and auto accessory jobbers, Indianapolis, which organization he formed in the Spring of 1909, working in the stock-room and gradually forging ahead to a position in charge of the bicycle department and automobile department. He was made vice-president of the company in charge of the sales and purchases, and has continued in this capacity for a number of years.

FREIGHT LOADINGS INCREASE

Washington, D. C.—A continuance of the general improvement of business conditions throughout the country is indicated by reports of freight loadings for the week ending October 14, which have just been filed by the carriers with the American Railway Association. Loading of merchandise and miscellaneous freight, which includes manufactured products, totaled 578,614 cars, an increase of 4,832 cars over the previous week and of 23,369 over the corresponding week last year. Total loading of revenue freight during the week amounted to 983,470 cars, an increase of 15.301 cars over the previous week and of 72,941 cars over the loadings of the corresponding week last year.

CAR SHORTAGE REPORTED

Washington, D. C.—As a result of the greatly increased business throughout the country, difficulties are being encountered in handling the increased freight traffic and a serious car shortage may become an important factor in the industrial situation, it is observed in a survey of business conditions just issued by the Federal Reserve Board. The difficulty in securing cars for shipment has led to some curtailment of production in a number of lines. Most mills and factories continued to operate very close to capacity during the past month.

REDUCE PRICE ON GASOLINE

New York City—The Standard Oil Company of New Jersey announces a cut of 1½c per gallon in the price of gasoline in its entire territory, which includes the States of New Jersey, Maryland, Virginia, West Virginia and North and South Carolina.

Prices for gasoline and naphtha for export have been reduced 1½c a gallon by the Standard Oil Company of New Jersey and Tide Water Oil Company and he Texas Company. The newly posted prices follow: Gasoline, United States Navy specifications, 15½c a gallon, in bulk; export naphtha in cargo lots, 18c a gallon; export naphtha, 63 to 66 degrees, 21c a gallon; export naphtha, 63 to 68 degrees, 22c a gallon.

BUSH VISITS COAST

Elmira, N. Y.—Sales Manager Henry C. Bush, of the Eclipse Machine Co., who has been making a trip on the Pacific Coast and through the Western States reports that conditions are much improved. Jobbers and dealers are handling a good business and more coming in all the time.

COOK SAYS BUSINESS IS FINE

Los Angeles, Cal.—Harold F. Cook, Pacific Coast representative of the D. P. Harris Hdw. & Mfg. Co., reports that business is fine and everybody is satisfied, all of which is emphasized by volume of orders being sent to the home office in New York by Mr. Cook. The bicycle jobbers on a whole are feeling very cheerful over present business and the future outlook is very bright.

GOOD RESULTS FROM AD

New York City.—The D. P. Harris Hdw. & Mfg. Co. report that they are getting splendid results from their advertising in MOTORCYCLE AND BICYCLE ILLUSTRATED on their Rollfast horns and Rollfast repair hanger for bicycles, this hanger being the only hanger that enables a dealer to make a repair without carrying extra cones and other parts.

The company also announces that the Rollfast Chain Cup tires, which have heretofore been made in 28-inch sizes, will now be marketed in 20, 24 and 26-inch sizes to meet a demand for juvenile bicycles, and hereafter all Rollfast juveniles will be equipped with Rollfast Chain Cup tires. The popularity of these tires is attested by orders being received. John T. Bill, the Pacific Coast jobber, has ordered his second car load in 12 months and other jobbers are ordering in large lots.

A. L. Du Chateau Wisconsin and Upper Michigan salesman for the Westfield Mfg. Co.

FINE AND FIT

Dayton, Ohio.—M. "Jerry" Boze will start out in a few days as the Davis bicycle representative in the Eastern district. He has been spending three weeks at the Davis factory, here, getting fed up on all the information necessary to sell the Davis line. Jerry was formerly with the Colson Company, of Elyria, and before that with Wilson, Roberts and Monroe, and has a wide acquaintance among Eastern jobbers and dealers.

EXPRESS COMPANIES WANT INCREASE

Washington, D. C.—Increase in express rates, rather than a reduction, are necessary at this time, according to officials of the express companies. Hearing on the shippers' application for a reduction in express rates will begin before an examiner of the Interstate Commerce Commission on November 20. Bitter opposition will be offered by the express companies to any efforts to reduce the rates. The express companies of the country today are not paying their way, it is declared.

ARTLEY REPORTS GOOD BUSINESS

San Francisco, Cal.—Roy Artley is here, calling on dealers in the Bay territory, on behalf of the 1923 Ace. He reports that there is a big come-back to the motorcycle in northern California territory. Dealers who went into accessory and other lines, during the depression that followed the war, are now planning to take on motorcycles again, and the Ace is getting its full share of the business. Olcott Cummins San Francisco Ace dealer, is enthusiastic regarding the number of new motorcycle clubs, now being organized, in California towns that never had such clubs before.

EMPLOYMENT INCREASES

Washington, D. C.—Greatly increased employment in every section of the United States is shown by the report of the Director General of the United States Employment Service, just made public. The survey of 1,428 of the largest firms in the country, located in 65 principal industrial centers, shows that on October 31 they employed more than 52,000 more persons than were at work on September 30. A survey of the 65 leading cities themselves shows that in 56 of them employment increased during the month and in only eight was a reduction in employment noticed. The eight cities in question, it is pointed out, have been affected by strikes.

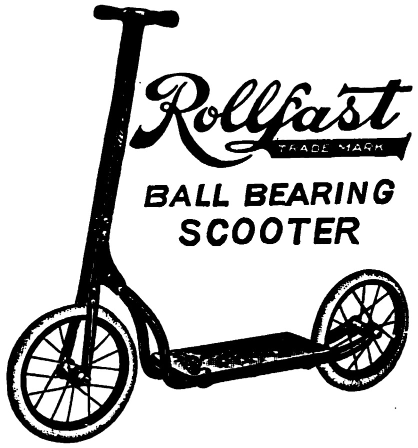
HARRIS PRICES TO REMAIN

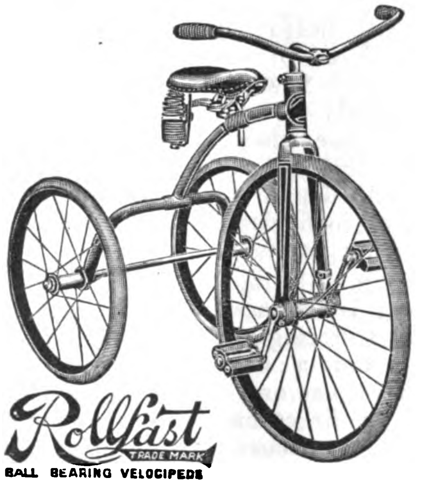
New York City.—A representative of Motorcycle and Bicycle Illustrated called to see D. P. Harris, head of the D. P. Harris Hdw. & Mfg. Co., just before Mr. Harris departed for his trip to the coast this week. Mr. Harris stated that results had demonstrated that his company was right in both theory and practice as regards bicycle prices. Early in September, when other manufacturers were announcing price cuts, Mr. Harris said that his position would not be affected as his company had not raised prices when the others did. Therefore, cuts in his line were unnecessary. "The Harris company kept their prices the same even in the face of the cuts," he said, "and now after only a few weeks some companies have been forced to raise their prices and announcements to that effect are already being made." The prices on the Rollfast, Roamer, Princeton, Blue Ribbon and Gold Medal bicycle lines will remain about the same as before, Mr. Harris states.

ROLLFAST JUVENILE ADDITIONS

New York City.—Two new additions have been made to the well-known Rollfast cycle line marketed by the D. P. Harris Hdw. & Mfg. Co. The new additions are the ball bearing Rollfast velocipede and the Rollfast bi-plane. These two articles for the children have been added, the company states, in response to an urgent request that a child's vehicle of Rollfast quality be placed on the market.

The Rollfast Velocipede Model M comes in three sizzes. For ages 3 and 4 years, the front wheel is 16 inches, the rear 10 and the weight 23 pounds. For ages 4 and 5, the front wheel is 20 inches, the rear 14 inches and the weight 28 pounds, while the model for youngsters 5 and 6 years, the front wheel is 24 inches, the rear 16 inches and the weight is 32 pounds.





The frame is made of high carbon steel tubing, ⅞-inch diameter, which is claimed to give great strength. The joints are all outside, tapered and pinned and brazed, eliminating the possibility of working loose. Annular contained anti-friction ball bearings are installed at all bearing points, which insures easiest driving. The wheels have solid steel rims, nickel-plated bicycle wire spokes, ball bearing all-steel rear hubs, and the New Departure "Junior" coaster brake at front wheel hub. The velocipede is finished in Indian red with black box striping. All parts not enameled are highly polished heavy non-rusting nickel plate.

The saddle is a miniature motor bike model as shown in accompanying illustration. The tires are the highest grade cushion, one-inch in diameter, wired to the steel rims. Red rubber grips are fitted to the handlebars, which are drop forged with extension. Tops are made of first-grade bicycle tubing, highly nickeled. The pedals are ball bearing with red rubber foot pads. The various models make wonderful Christmas gifts and appeal to both parents and children.

The Rollfast ball bearing bi-plane is a highly refined vehicle of the original "scooter" order. The bi-plane is strong in construction, yet light in weight and easy running. The frame is of steel and the foot platform of hard wood of ample size, handsomely finished. Mounted on steel axles are ten-inch wheels fitted with steel rims, bicycle spokes and high grade cushion rubber tires. The hubs are ball bearing. The Rollfast bi-plane is attractively finished in bright Indian red enamel, ornamented with box striping. The vehicle is made in one size, and when crated, weighs 17 pounds. It makes a neat and practical vehicle and is adaptable for children of any age.

"THE BEST WHAT IS"

Middletown, Ohio.—Edgar Boren has on his desk in the office of the Miami Cycle & Mfg. Co. a letter which he proudly says he is going to have framed and hung on the office wall. It came from W. R. Thompson, 1837 Indiana avenue, Chicago, who sent a badly wrecked bicycle to the factory to have it rebuilt. When he was told it would cost less for a new one he said "nothing doing." He had ridden the old one for ten years and it was the best ever and he didn't intend to go back on it just because an automobile ran over it and spoiled its youthful beauty. So the old wheel is being fixed up. Thompson wrote that he had kept up with the Michigan Boulevarde procession every day for ten years, and though he tips the scales at 240 lbs., he can pedal at 35 miles an hour. He said he wouldn't put on so much speed, but for his faith in his Musselman brake, and that's what caused the trouble. He slammed it on in the traffic and put too much of his 240 pounds back of it. He stopped so sudden he went over the handlebars, and an auto went over the wheel. "Hurry it back" is his request.

TIT FOR TAT ON TARIFF

Washington, D. C.—Countervailing duties on bicycles and motorcycles from England and France have been ordered put into effect by the Treasury Department, under the provisions of paragraphs 369 and 371 of the new tariff law, which provides that "if any country, dependency, province or other subdivision of government imposes a duty on any article specified in this paragraph, when imported from the United States, in excess of the duty herein provided, there shall be imposed upon such article, when imported either directly or indirectly from such country, dependency, province or other subdivision of government, on such article imported from the United States, but in no case shall such duty exceed 50 per cent. ad valorem." The British tariff provides for a rate of 33⅓ per cent. ad valorem on motor bicycles and motor tricycles, accessories and component parts other than tires. If a motorcycle is imported with tires attached, the value of the tires is deducted for the purpose of assessing duties. The French tariff law provides for a rate of 475 francs per 100 kilos for bicycles and motorcycles, tires, engines and carburetors; 142.50 francs per 100 kilos for cycle rims of iron or steel, flat or with bent edges, and 285 francs per 100 kilos for other cycle rims. Tires, casings and inner tubes carry a rate of 225 francs per 100 kilos, but tires, casing and inner tubes for cycles carry the same rate as cycles (475 francs per 100 kilos). Our own tariff carries a rate of 25 per cent. ad valorem for motorcycles and 30 per cent. ad valorem for bicycles, and the imposition of rates corresponding to those in the British and French tariffs will mean a considerably increased duty on motorcycles, bicycles and parts from England and France.

Jersey Hounds Chase the Hares

By E. B. Holton

THE New Jersey Motorcycle Club held its most successful Hare 'n Hounds Chase Sunday. Most successful, because fifteen out of the sixteen original starters came rolling and bumping into the fourth check near Twin Falls. That was the finish of the chase; out there in the Watchung mountains, and it was a merry little old ride of 24 miles that the Hares and the Hounds had.

Allan Hascall, president of the New Jersey M. C., all dolled out in his Sunday-go-to-meeting pants, won the low score honors, and he still has the creases in his trousers. Allan turned in a score of 9 points and came within a minute of catching the Hares.

It is getting to be a hard task, laying out Hare and Hound courses. Once it was the back roads around town were rough and ready. Now suburban development has improved those muddy lanes and rocky ruts, for long stretches.

The Hares, Tom McLoughlin and E. B. Holton, set out twenty minutes ahead of the pack. The trail began out near Union and while a shower Saturday night did not help dirt surfaces the roads were not bad, that is until a short stretch was found near Townley. First check was hidden near a mud hole and the Hares went on confident that the combination would hold the Hounds for a while. About a mile further the Hares were almost sunk without a trace. A deep water covered mul hole engulfed the sidecar, but the quick shift to low pulled the outfit out without all hands taking to the life boats. Later Jack Neis, the Dizzy Wop, launched a solo machine in the same lake and unloaded.

Andy Plitka began taking lessons in tube patching along about this spot, while the rest of the Hounds tore on over the course, following Galloping Horse Hill road. Just to give them a touch of nature the Hares had rolled through a patch of woods and hidden a batch of checks in the dried leaves. The lesson in botany was not appreciated. Then came a long stretch of good concrete and macadam. The Hares were making for Pot Luck Hill, and its hairpin turn. This grade proved the waterloo of "Pop" French. His clutch went democratic. He turned around and went home. The rest of the gang were keen on the scent for another check. They got it on the next steep grade, half way up and half way down. By this time, Plittka had two more punctures in his sidecar wheel, Neuhaus had spilled once and Wintch twice.

Bob Allois was right behind Allan Hascall as he dropped down into Scotch Plains and then the short run to the fourth and last check. Gradually the line of machines along the road increased. The fourth check had them all guessing. Tucked in the crotch of a tree about ten feet off the ground, the checks were in plain sight but every man had his eye glued to the ground.

By the numbers on each check pad, the scores were tallied.

The Scores:

Allan Hascall, 6-1-1-1—9 points.
Al Neuhaus, 10-3-3-3—19 points.
L. W. Wintsch, 7-4-4-7—22 points.
Bob Allois, 17-7-2-2—28 points.
H. Alt, 14-5-6-4—29 points.
Chris Stamm, 13-8-8-5—34 points.
M. Netzler, 2-6-13-15—36 points.
A. Plitka, 8-2-15-13—38 points.
J. Spindler, 16-10-7-6—39 points.
J. R. Neis, 9-13-11-10—43 points.
J. Bubenik, 1-11-16-16—44 points.
W. J. Mosher, 12-14-12-12—50 points.

SPECTATORS BUMPED AT THE READING CLIMB

THE hill climb under the direction of the Reading Motorcycle Club Sunday was mostly a Steele field day. The course covered 500 feet. The crowds were so large at times that the roads were badly congested. Hundreds of machines were parked in fields near the starting and finishing points.

Adam O'Hara, of 27 South Seventh street, is confined in the Reading Hospital suffering with several fractured ribs and a possible fractured leg. O'Hara was one of a group of spectators in direct line of the machine of Ardis Hettinger, which went wild when its rider lost control.

Scores of spectators lining the course foolishly subjected themselves to all kinds of risks in their eagerness to time and watch closely the performances of their favorites. Several were knocked down and bruised. One man had his coat ripped from his back. O'Hara was lying under the machine when picked up. After the mishap the spot where the accident happened was cleared and the contests continued with less interruption.

Most of the honors were carried off by Orrie Steele and his Indian mounts.

The 37 cubic inch event was the first of the day. Steele used an Indian Scout. He went over the top in 22 2-5 seconds. H. Fritz, Indian, finished second, mounting the summit shortly ahead of George Fromm.

Steele also won the 61 cubic inch event, for professionals. His time was 11 2-5 seconds, while Grove, on a Harley-Davidson, was second, in 13 2-5, and Arthur Jones, Indian, was third, in 14 2-5.

The hardest riding came in the 80 cubic inch event, open for all comers. It was during this event that the accident occurred. Steele broke the record time for the event and went over the hill in 10 3-5 seconds, slashing the former best time for the hill by nearly a full second.

Pink, Reading Standard, won second place, covering the hill in 11 2-5 seconds.

The sidecar events attracted much interest.

Riding an Indian with the latest sidecar equipment, Steele won by covering 285 feet. He nearly mounted the hill, which has never been done with sidecar. When within a few feet from the top his car struck a stone and the car wavered and nearly upset.

Pink, Reading Standard, was second. His distance was 264 feet. Jones, Indian, was third, covering 250 feet.

Lewis Skimskie, on an Indian, was the only novice to go over the top. He was declared the winner. Horace Fritz, riding an Indian Scout covered 250 feet. George MacDougal was third with 183 feet.

The committee in charge of the event was headed by Earl Dalton and consisted of Charles Brubaker, Paul Maurer, Clarence Leibold and Fred Bettler. Armour Anderson was the referee and Harry Hart clerk of course. The timers were Dr. Leibold, Fred Stierhoff and George Eisenbise.

MOTORCYCLES FOR STATE POLICE

THE value of State Constabulary is making itself felt throughout the United States, and the creation of State Forces similar to those in effiect in Massachusetts and several other states, may be looked for in the next few years. Mounted on motorcycles, they can be put into action very quickly and cover a big territory as a drag net. Both in ordinary times and in crises these officers acquit themselves with distinction. The Massachusetts state police have recently added forty new Indian motorcycles to their equipment, making ninety machines in all. These state police have become familiar figures in every corner of the old Bay State and their worth is particularly felt in the rural districts where policing in the past has been practically negilible.

Flashlight of Bennett at finish of his record-breaking ride.

How Bennett Did It

Transcontinental Record Breaker Tells Some Interesting Incidents of His Dash From Coast to Coast—Plenty of Good Scouts Along the Way

By Wells "Hisself"

AT Los Angeles near midnight of Tuesday, October 24, a crowd of enthusiastic people could be seen wishing good luck to a motorcycle rider all bundled up from head to feet and ready for the road, with motorcycle headed east and a determined look on his face. At 12:01 A. M. Wednesday, October 25, there were hand shakes and pats on the back, and the rider was off. Then the rider out of sight, the little band broke up and went home to bed while the rider rode on through the night. It was Wells Bennett on his Henderson DeLuxe starting out on his second transcontinental record attempt in thirty days. What happened to Wells we will let him tell himself.

As Bennett Tells It

"After leaving the little band of friends at Los Angeles I headed east for the long, lonesome ride to New York, or as far as I could get. I was almost certain to hit rain and figured my chances were one in ten in getting through successfully at this time of year. Also, the daylight hours are short and night riding over bad roads is slow traveling.

"The first hundred miles out of Los Angeles is paved and on account of stringent California speed laws and my fear of being arrested and jailed as on the Three Flag record forced me to go slow over the 100 miles of good road. When I reached Victorville I left the pavement behind me and started to fight a sand rut for the next one thousand miles. The sand out there is coarse and full of gravel and the rut is narrow and deep. It is too treacherous for any speed and at slow speed I couldn't keep my balance so I was forced to slap my feet down first on one side then on the other to keep in the rut for miles and miles. I also found that the sand was cut down deeper by the continual travel of one month since I had been over it and was in far worse condition.

EDITOR Motorcycle and Bicycle Illustrated: It has come to my attention that there have been rumors circulated to the effect that I rode in a sidecar on my first transcontinental ride. To set all minds at rest on the subject, I did not ride in any sidecar at any time. I am perfectly capable of running my own machine. If any one thought that they saw me in a sidecar or riding anything else than the machine on which I left the Coast, I would like to have the parties bring out the facts, as I am only too willing to account for myself at any time or place. The motor used on this run is the same one on which I established the 24-hour record, made the Three Flag run and used on my last attempt, and has covered over 14,000 miles to date, being carefully overhauled before each run.—Wells Bennett.

"The first stop for gas was Barstow, California, 145 miles from Los Angeles. Al Flood and Mr. Fornier from the Los Angeles Motorcycle Club were on the job with gas, coffee and sandwiches, a delay of ten minutes. The next 175 miles to Needles was more or less poor traveling all the way. Arriving at Needles I had lunch with the Harvey House, gas and oil at Old Trails Garage.

"About 18 miles east of Needles I crossed the Colorado River which forms the boundary between California and Arizona. Immediately I had better roads for the Arizona people are beginning to realize what rotten roads they have and are building some good ones. From the California line to Seligman, Arizona, I had good traveling for about 150 miles. I arrived at Seligman shortly after dark and three-quarters of an hour was spent eating, draining crank case, sending wires and refilling gas and oil. I also put on all my spare clothes here as I would get into high altitude soon after where it was bitterly cold. I didn't go very far from Seligman when I struck about 20 miles of loose crushed rock about a foot deep and in the darkness I simply couldn't ride in it so, for about two hours, I was in low gear with feet down to keep right.

An Accommodating Chink

"After I got through this bad stretch I made good time for about 60 miles into Flagstaff. I arrived here about 10.30 P. M., got my tank filled and went to a Chinese Restaurant for lunch and coffee. I was amused while eating by the Chinese cook. He was a wise sort of man with only one expression. A colored man came in and asked the Chinese what he had good to eat. The cook said, 'Anything you like. Roast Chicken, Roast Duck, Roast, Pork, etc.' The colored man said, 'Give me Chicken. Charlie said, 'Allee Light!' He started for the back door saying he would catchum and killum, soon be done. The colored man was beat; he stopped Charlie and said he would take chili beans.

"Another man came in then and wanted pie. He preferred Pineapple. Charlie looked his pies over and started briskly for the stove saying he would have a nice hot one ready soon. Of course, the man took something else. But Charlie was on the job. If he didn't have it he would get it, provided you could wait.

"I left the warmth and lights of Flagstaff behind soon after and plunged into the 68 miles of rocks and chuck holes towards Winslow, Arizona. I dreaded this stretch but beat my schedule one hour to Winslow. I arrived at Winslow about 3 A. M. and had some hot coffee at the Harvey House.

A Spill and a Nap

"Now there is some road construction going on between Winslow and Holbrook, 38 miles away, and there is a detour for the entire distance. I finally got a good hard spill which tore off my left spotlight and when I fell I just lay there in the road and took a nap. No danger of anyone running over me out there. They don't travel nights out there. I had been riding 29 hours and was terribly sleepy, so, when the machine stopped and I went on for a few feet on my stomach, I lay there in the road and slept soundly for 15 minutes. I jumped up with a start and got on the motor and started on. About 100 yards farther I almost sank out of sight in a dry wash or sandy creek bed. The rear wheel went in to the axle and I couldn't pull out under power or push out, so I gathered brush and laid it down beside the machine, pushed the machine over on it sideways finally riding out over the brush.

"It was breaking day then and shortly after sun-up I pulled into Holbrook, Arizona. Here I met H. A. Hageman, a good sport and good rider from Amarillo, Texas. He filled my motor with gas and oil while I ate and we pulled out together. We went through the petrified forest of Arizona riding some pretty bad road to get there but at that point we found a wonderful road for some miles and just flew over them to St. Johns, Arizona. Between St. Johns and Springerville the road was not so good and Hagaman got a puncture. I left him my pump and he had another tube and then I went on. I arrived at Springerville, got some gas and something to eat and was tempted to go to sleep as I was awfully tired and sleepy after 36 hours but I couldn't afford to lose the time and proceeded.

"How Do They Get That Way?"

"Every few miles I was forced to stop and put water on my head and face to keep awake and finally Hagaman caught up again. His presence helped me keep awake and we made better time. Along here we had some competition with a Ford roadster. A young man and woman were in it and I'll say he could drive the Ford. We passed and repassed several times as some places we could get over better than he could. He said he didn't envy us our ride. I looked at him driving that Ford wide open through deep holes, down grade, racing us; the Ford leaving the ground two feet and swinging and swaying, threatening to upset any minute. I looked at the young woman leaving her seat on the bumps and hanging on for her life and the young man almost standing up at the wheel to steer the outfit and I shook my head and said, "How do they get that way?" He passed us going down hill wide open when we were in low gear holding back but soon after we came upon him overhauling his fliver and we didn't see him any more. He may be there yet.

"Afterwards, after sun-down, and still 20 miles from Magdalena, New Mexico, I missed my partner who had tire trouble again. I sure hated to desert him, but he had lots of time and I didn't, so I thought, so I proceeded along. Going into Magdalena I had seemingly bottomless dust and sand to ride for miles and miles which is very slow traveling and it was not till 2 hours later that I covered the 26 miles from Magdalena to Socorro. At Socorro big good-natured Ed Ryan was to pilot me on to Amarillo. I had been riding 45 hours at this time and could go no further without some sleep so Ed put me to bed at nine in the evening and awoke me and helped me get dressed again at midnight allowing my first real sleep of three hours in forty-eight hours. Also Mr. Hagaman had arrived while I was asleep so all three of us started for Mountainair, New Mexico at one A. M., my third day on the road. Now, Socorro is on one side of a mountain and Mountainair is on the other side, 62 miles away and the road or trail is terrible. Mr. Hagaman having been on the road all day and night was getting very tired and we insisted he should stop at the first town and sleep. We pulled away from him gradually and I saw him no more. Ryan and I fought on just a few yards at a time then stick or spill one or the other constantly. When you start down one rut you end up in another or the ditch if there happens to be one. We were both strong enough and rode hard, making fair time all day. Once when we came to a smooth stretch we actually got to racing, but that ended when we both tore into a string of chuck holes and ruts doing about 75 miles per hour and both of us nearly fell.

The Old Man's Joke

"We stopped at a cross road town with six stores in it and asking for gas. There wasn't a drop in town. Then we wanted some sweet milk to drink with doughnuts. There wasn't any milk in town and that's a cattle country to. I thought at the time it was funny there was so many cows and so few people, looked like milk would be popular, but I guess maybe they weren't that kind of cow.

"About the time we were going to kick the motors over in disgust an old man with a long beard came slowly over to us. He said, 'I guess you fellers haven't had those things very long have you?' I looked at him disgusted and said, 'I had it long enough to ride across the U. S. A. twice.'

He said, 'Well I didn't think you had 'em very long. I see you haven't got your necks broke yet.'

"We both grinned. Then the old man said there was 'a young feller in that town sometime ago who sent away and got one of them things and it bucked him off and hurt him and wouldn't run half the time and he got sore and chucked it. He said he didn't remember the name of the machine but the feller sent to Sears Roebuck for it.'

The "Swindle" Sheet

"That incident alone was worth a day's ride. At the next town we had a chicken dinner with three glasses of ice cold milk for 50c each. It would cost $2.00 each in town. I thought it was worth that much so I put that amount down on my expense account.

"Now this was noon the third day and I was due in Kansas City the fourth night and I was straining every nerve to hustle along far enough the third day so as to put Kansas City in easy reach the fourth day. We arrived at Clovis, New Mexico near the boundary line of Texas about 4.30 in the afternoon the third day and the sun was low. Here I saw a sign board giving the distance from Clovis to different cities. This sign said Kansas City was 811 miles over those roads. Shortly after dark that evening Ryan got a puncture and we were 35 miles from Amarillo, Texas. Neither he nor I had a pump. I left mine with Hagaman and Ryan had lost his so I had to leave the good old scout beside the road in the dark and go on alone. It would be hours before I could send a man back to him. In the meantime an auto might happen along.

"I rode as fast as I could; the roads being pretty good along there, I was traveling about 50 miles per hour. About five miles from Amarillo I met three motorcycle riders who were scouting for me. Two of the boys rode alongside of me and the third turned and streaked down the road as fast as he could go. Our lights shown into a cloud of dust which made it impossible for us to ride fast. A mile further and we came upon a camp fire where a dozen or more riders were waiting for me.

"Now a reception like this makes a man feel good any old time, but after the long, hard, ride I had a reception like that means twice as much. I wanted to join the bunch around the camp fire but instead we all raced into town to the motorcycle shop where 100 or more people were gathered.

Slipping Him the Bad News

"Well, Amarillo riders were wonderful to me and I'll never forget them. But I got an awful shock when they informed me they had no pilot for me and that the route I had picked out on the map was only a string of sand dunes for 150 miles.

"It was 9 o'clock in the evening then and I wanted to ride about 100 miles more at least that night and even if I did I would have about 600 miles to ride to Kansas City the next day.

"They gave me a map with a new route marked on it but that would do me no good as I was all turned around in my directions and didn't even know where north was and trying to pick the right trails at night is trying to pick the winner of a horse race. So I pleaded for a pilot and two game little sports volunteered to go if they could borrow some machines, they didn't even have any.

"Their names are Hiram Thompson and Floyd Humphreys and they certainly saved the day for me. They took me out of town so fast that one froze his motor in 5 miles and the other broke a stand so after that we made haste more slowly and made better time. About 20 miles out of town I got a flat tire. These boys changed it for me while I tried to take a nap but unfortunately I lay down in a bed of sand burs and it took me two days to pick all the stickers out of my skin as I rode along on account of some of them being out of reach.

"The boys changed the tire pretty quick and we proceeded, the road resembling a plowed field more than anything else, we had quite a tussle. Then I was getting so sleepy I had to stop and wake myself up quite often so that all three of us were glad when we arrived at Stratford, Texas, 100 miles from Amarillo where we were to sleep 2 hours.

In Bed With His Boots On

"I had slept only 3 hours in 75 hours previous to this or over 3 days and nights. We awoke a small hotel proprietor who gave us a room with two beds and we piled in clothes and all. In two hours I jumped up feeling alert but awfully tired and sore. I tried to arouse the boys who were going on with me but they were not accustomed to this style of riding and rest and I knew they were dog tired so I didn't insist on them getting up but asked about the road and left them to sleep it off.

"It wasn't daylight as I plugged along the best I could. When daylight did come I was at Texhoma on the Texas-Oklahoma boundary. At Guymon, Oklahoma, I stopped for breakfast. At Guymon I sent a wire to the factory that I could not reach Kansas City that night in anything but an aeroplane and would try to make Emporia my night stop.

"There was a marked improvement in the roads when I got into Kansas but for several miles there were stretches of sand. I soon struck good, hard dust road which was almost smooth and I rode for several hours at high speed. My route was to go through Buckland, Kansas, Greensburg, Pratt, Wichita then to Newton, Kansas and Santa Fe trail east, but somehow I got off the road and did not know it. The first time I was aware I was on the wrong road was when I saw a sign which said '2 miles to Dodge City.' I was to have met pilots at Wichita, Kansas and my arrival at Dodge City cancelled my plans at Wichita so I quickly decided to go to Kinsley, Kansas, Great Bend, McPherson to Emporia cutting out Wichita. I compared my time from Los Angeles to Dodge City via Santa Fe trail on my first trip with the time I just made via Amarillo cut off to my surprise discovered I had made exactly the same time both routes.

"Come In and See the Folks"

"I found this road like a boulevard. On my previous transcontinental trip I had missed this road, going through Hutchinson and striking 90 miles of bad sand. This time I avoided all that and gained much time. I had never been over this road and when darkness came I could no longer see the signs and I was forced to ask directions at each village which takes up a lot of time. I got to Marion, Kansas and inquired the route to Emporia. I had heard previously there was a long and short route but the short route wasn't marked. After some difficulty and arousing three different farm houses for directions. I got started on the right road and after traveling for some time I began to get nervous about getting lost, so I stopped at a cross road where there was a lot of autos parked along the ditch and strains of music emerged from the school house which stood near. I saw three men on the steps talking and I shouted and asked them if they could tell me where I was at. One of them replied I was at a darn good dance and to come right on in.

"Well, I thought that was very hospitable but I assured the gentleman that as much as I would like to come to the dance I had urgent business in Emporia at that very moment and would like to be put on the right road. I got the desired information and soon after turned into the old Santa Fe Trail at Elmdale.

"I needed gas here and all the garages were closed. The only place open being a soft drink and confectionary store. This man gave me some gas which he used in his gas lights and carried me into Emporia.

"At Emporia I met Ralph Enos of the Excelsior factory who put me to bed for three hours and who with the help of our Mr. Spiker, Henderson agent at Topeka, looked everything over on my machine, drained oil from the crank and refilled the gas tank.

Meets Baker and His Neracar

"From Emporia Mr. Spiker piloted me to Kansas City, Mo. We traveled to Topeka, Lawrence and Kansas City arriving there about 8 A. M. Sunday. Here I met my pilot to St. Louis. In the excitement I failed to get his name but he sure was a good riding partner and we made good time in spite of the bad roads, we crossed the Rocheport Ferry about 2.30 P. M. and a short time afterwards we met Erwin

G. Baker riding west on a Neracar. Now Baker really is a good friend of mine, but of course, he gets mad at me once in awhile, and I was glad to see him, but I could only wave my hand as I was in a hurry. I shouted, 'Hello, Bake,' as I passed and he was lost in a cloud of dust.

"Before we got to St. Louis we found the roads terribly rough. It had rained and the traffic cut the mud all up and then it dried. It got dark and we made slow time for 50 miles to St. Charles, Mo. At St. Charles the bad roads are all left behind and the road is nearly all paved to New York. We crossed the toll bridge over the Mississippi, and picked up two more good sports who had paid the toll so we were not delayed and made St. Louis in short order.

Wild Johnny Merz"

"We arrived at St. Louis about 10.30 P. M. and I was sleepy enough to go to bed, but instead I had something to eat and pulled out with fresh pilots toward Terra Haute. After about 40 miles of riding I could hold my eyes open no longer and decided to sleep at the first opportunity, so at Highland we went to a hotel and I slept 2 hours while my pilots sat up and waited. After 2 hours' sleep I got on the road and started to make up time. I didn't see my pilots any more. Shortly after sun-up I met Johnny Merz, the wild man from Indianapolis. He took me into Terra Haute where I had breakfast and got gas and oil. Merz drives a Henderson De Luxe and sidecar. He is an old time motorcycle rider and handles his sidecar like a veteran does. He set a fast pace all the way over the detour to Indianapolis, a distance of about 90 miles. On the way over we passed Bill Freeman and Don Pope who had gone about 30 miles north just to see us go by. Some enthusiasm, I'll say.

"At Indianapolis lunch, gas and oil was again taken and fresh pilots to Dayton were waiting. On leaving town it looked like it was to be a personally conducted tour as an Indian and sidecar outfit joined in and trailed us and later an Ace rider joined the parade.

For Once the Cop Was Welcome

"Good time was made all the rest of the way with no delays. At Dayton Maldwyn Jones and Red Dodson were all ready to take me to Columbus and Wheeling. At Columbus we had a police escort through town and it was a fast escort believe me. At wheeling we left Maldwyn Jones and picked up Harry Immel of Pittsburgh, who with "Red" Dodson was to stay with me to the finish.

"I had planned to go by way of Uniontown, Cumberland to Gettysburg but it was bitterly cold and late in the evening and I was getting terribly sleepy and tired and I was afraid I couldn't find a hotel on the Cumberland road when I needed one. So we decided to go to Pittsburgh and sleep, then make the ride from Pittsburgh to New York next day.

"Consequently, we rode to Pittsburgh about 70 miles and slept 2 hours and one-half, leaving for New York at daybreak. It was frosty, a thick coat of frost lay over everything and we nearly froze but never slackened our speed.

The Last Spill

"All day we kept the same steady pace and about 3 o'clock in the afternoon met Bill Ehlers of Newark, N. J., at Bryn Mawr near Philadelphia. Bill took us through Philadelphia to Trenton, New Brunswick and Perth Amboy, the finish. Between Trenton and New Brunswick I had tire trouble on account of running my front tire so soft that it pulled the valve stem off. We put in a tube and was gone in 8 minutes. At New Brunswick the car tracks stick up several inches and in the dark I didn't notice it, I started across one diagonally with the result that I fell flat on the pavement doing about 35 miles per. My machine went spinning along the pavement but was unhurt. I had a bruised knee, hip and elbow but we went on immediately and lost no time.

"At Perth Amboy there was a large enthusiastic crowd waiting and pictures were taken first then the ferry to the New York side.

"What a feeling of relief I had no one will ever know. It was over. For a week I had been a piece of machinery it seemed. No matter how tired, stiff and sore or sleepy, march was the order and seemingly endless miles must be covered.

"I had slept but 12½ hours during that week. The first night no sleep, second night, 3 hours sleep; third night, 2 hours sleep; fourth night, 3 hours sleep; fifth night, 2 hours sleep, and the sixth night 2½ hours sleep. Now I can sleep all winter if I so desire. The success of my ride was due largely to the splendid support and co-operation of riders and dealers and I wish to take this opportunity to thank each one for their invaluable assistance. I'll never forget any of you.

Equipment

"As for my equipment I cannot say too much. The Firestone tires came through the grind hardly showing any wear. I had two punctures which, of course, were unavoidable.

"Wico battery gave me wonderful lights.

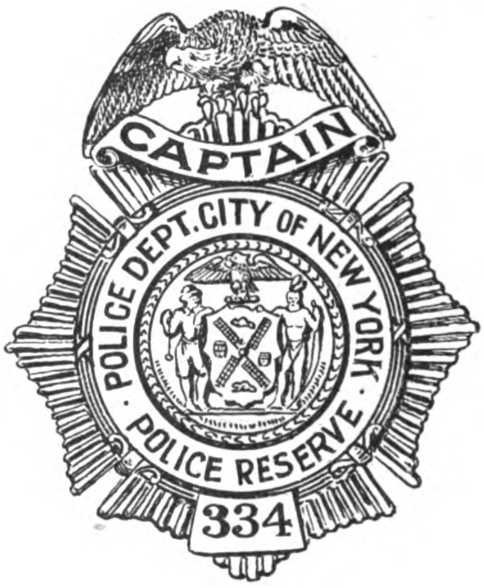
"The Corbin Brown Speedometer never missed a notch.

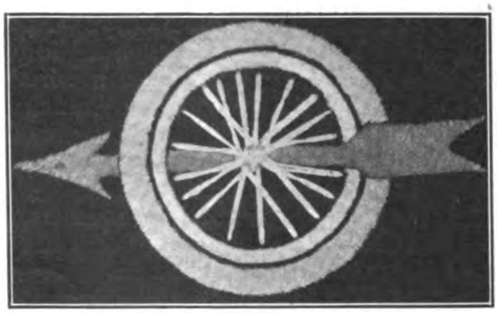
"I used Duckworth chain and not once did it break; neither did I have to set the wheel back to adjust the chain. There was very little or no stretch to it and it looks good for another trip.

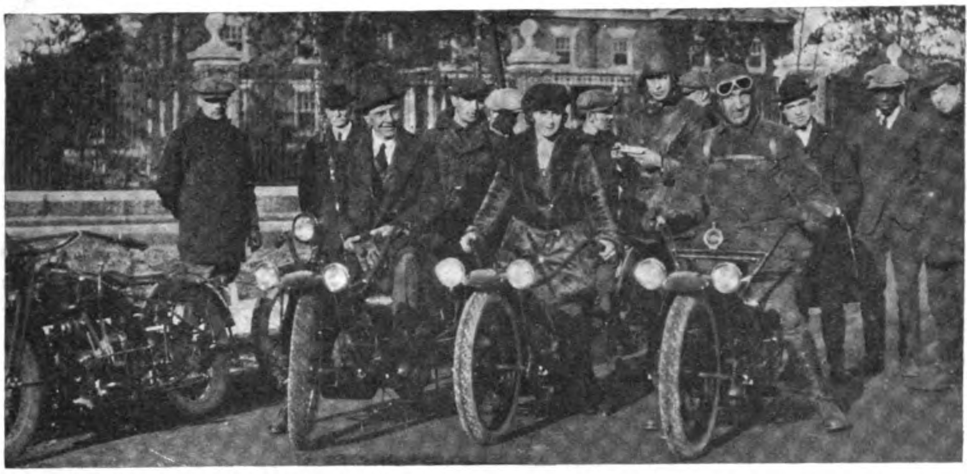
"The Mesinger saddle was comfortable."

NIFTY INSIGNA FOR RESERVE MOTORCYCLISTS

THE motorcycle unit of New York Police Reserve has a badge and insignia all of its own. It is said to be the handsomest of all of the New York police badges. The new badge was worn for the first time at the annual dinner of the officers' association of the Police Reserve at the Waldorf Hotel, October 30, by Capt. J. T. Dye, Lieut. Dennett and Private Haase. The insignia of the motorcycle reserve traffic division is a wheel with an arrow through it. The tire is embroidered in grey, the spokes are canary yellow and the arrow red. It is worn on the left arm. There are now over fifty in the motorcycle reserve company. They are being trained by Major Brennen, at police headquarters, at 156 Greenwich street. When they make their appearance on the streets violators of the traffic rules had better watch out. The company was on duty election day from early afternoon until midnight. There is still room for more volunteers. Information may be obtained any Monday evening at 8.30 by applying at 4179 Park avenue.







Baker checking at Philadelphia, on his transcontinental Neracar economy tour. Miss Sweeney and Alex Morrison escorted Baker through the city. E. K. Gordon, vice-president of the Neracar Corp., accompanied Baker from New York to Philadelphia. C. W. Plass, general manager of the Ace Motor Corp., who stands back of Baker, with the pad in his hand, helped check him out.

On *the* Road *with* Cannonball

By E. C. Droll

TWO trans-continental record-breakers left St. Louis on the same day, Baker and Bennett. Baker checked in at the Guarantee Cycle Co. on Saturday, October 28, at 3.07 p. m., and was immediately presented with the keys of the city, and the handshaking privileges of the day, by Shorty Littlefield, "The Mayor of Twelfth Street."

There was none of the hurry and bustle that usually marks the arrival of the Cannonball in this city — no terse orders to—"Gas and oil—tighten chain—send these telegrams—where do I eat?—wake me in one hour." Then the roar of a racing motor and—"Baker was here."

No indeed. Gone from his face were the lines of weariness and lack of sleep. Gone also were the jerky automatic step and movements that tell of a body racked from the strain of long hours in the saddle of a racing motorcycle, bucking the worst roads in the United States.

Cannonball arrived all smiles, and announced that he would leave the next morning, whereupon there was great rejoicing, and as soon as the news was passed out, the big boy was kept busy shaking hands with nearly all his friends in St. Louis (and that's saying plenty). We interviewed him at our leisure. Not on the fly, as in the past.

Although a day ahead of his schedule, and taking it easy, Baker could not praise his little bus enough. "Think of it," he says, "New York to St. Louis on $3.31 worth of fuel, and enough left to get to Kansas City. Can you beat that for economy? Why, I made 106 miles on one gallon of gasoline?"

BAKER'S LATEST WIRE

Newton, Kas.—Oh Boys! Neracar is sure the candy. Thursday mud and ruts all day, but was able to stay with the Fords on bucking mud. The motor never missed a shot. Covered 151.7 miles. Elapsed time, 10.42, Kansas City to Staffordsville. 82.7 miles today. Elapsed time, 9.56. 55 miles in low speed. Mud and some more mud. Rode railroad tracks 14.6 miles. Tourists stuck all along trail. Neracar sure is coming strong. No trouble. Looks like I will be here a day till rain is over. CANNONBALL BAKER.

Motorcycle policeman Miller drove up with a miss in the rear cylinder. "Don't know what it is," he said. Baker produced a wrench, got down and took out the rear plug. He explained to the cop the advisability of removing the "whiskers" from the points occasionally, removed said whiskers with a pocket knife, put the plug back in and presto—the miss was missing. Yes—the big boy knows his stuff.

Then John D. Hurck grabbed Baker with the information that dinner was ready, and he was whirled away in a sidecar to John D's residence, there to sit down to a meal such as only Mrs. Hurck can cook. John monopolized the big boy's time for the balance of the evening, until sleep was the next order of business.

Baker pushed his Neracar out to the street at 7.55 Sunday morning. "Watch it," he says, "I'll start it on the third kick." So we did, and he did, and it did, and we started west after much snapping of Kodaks.

Then we got "hunck" with Baker. We've tried several times to escort him "out the road a piece." Yeh—we tried—but somehow, just as soon as he was out of town, he would disappear in a cloud of rocks and dust thrown up by that madly spinning rear wheel of his, and—we'd go back and tell the bunch that it couldn't be done without an airplane. But this time—well, we had the advantage. Our many horse powered 72 had little trouble keeping alongside his diminutive little two-wheeler, and we rode twenty miles to St. Charles with him, wasting much film trying to get a good photo of him, in action, on the fly.

But say, we're willing to bet that his little bus can do its stuff on a 25-mile schedule endurance run. Maybe we'll try it next time. It's too easy to cop the money on a big machine anyway. Well, we shook hands with Baker at the St. Charles bridge, and wished him much luck. And the old war horse headed his little steed toward Los Angeles. "Old," did we say? Well, if we are as young as Baker, when we are as old as he is, we will still feel competent to shake a wicked hind wheel in the face of Old Father Time. We streaked it back to St. Louis too late to start with the bunch in the hare and hound chase. But we had gratified a lifelong ambition — we had escorted Cannonball Baker "out the road a piece." And the hares and hounds were only a "bag of shells," so to speak.

HENDERSON DE LUXE
BREAK TRANSCON

3400 MILES—LOS ANGELE

6 DAYS 15 HO

Including all stops f

The previous record for 3,332 mil

Bennett and the Henderson DeLuxe Model hold all of the world's premier long distance records on road and track—all made with the SAME STOCK MOTOR.

Pressure-feed oiling sustained the efficiency of Bennett's motor through all of these crucial tests. Henderson frame and fork sturdiness conquered the terribly rough roads.

These phenomenal performances prove beyond all question that Wells Bennett is the KING OF MOTORCYCLE RIDERS and that the Henderson DeLuxe Model is the REAL WORLD'S CHAMPION.

Wells Bennett and his Henderson DeLuxe
and Three Flag Champions, ready to start

CONSISTENCY!

Bennett made ONLY TWO Transcontinental attempts and BOTH RIDES WERE RECORD-BREAKERS.

Excelsior Motor Mfg. & Supply Co.

MODEL AND BENNETT
TINENTAL RECORD
-NEW YORK—3400 MILES
URS 13 MINUTES

sleep, food and fuel

was 6 days, 22 hours, 52 minutes

This supreme achievement was rendered possible by the inherent stamina and sturdiness of the Henderson DeLuxe Model.

This perfect "FOUR" is the natural result of sixteen years' experience in the continuous production of Excelsior Motorcycles combined with ten years' experience in the continuous production of Henderson Four Cylinder Motorcycles.

The Henderson DeLuxe Model was conceived, designed and built ENTIRELY BY THE PRESENT EXCELSIOR ORGANIZATION.

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e record-wrecking ocean-to-ocean ride.

ENDURANCE!

Bennett's Henderson has covered more than 14,000 miles in the 24-HOUR THREE-FLAG, TWO TRANSCONTINENTALS and preliminary training rides.

3701 Cortland Street, Chicago, Ill.

Davis Advances Bicycle Prices

By G. C. Williams

THE Davis Sewing Machine Co., Dayton, Ohio, one of the largest bicycle manufacturers in the United States, announces this week that bicycle prices have been advanced 10 per cent., effective December 1. It is also announced that no orders for November shipment will be accepted at the old prices, as the factory is now 20,000 wheels behind. Orders at the new prices will be accepted for December and January delivery.

The price advance is made necessary by advancing costs which have more than offset volume production economies. Labor and steel and other material going into the bicycles have all advanced more than the 10 per cent. that has been added to the price.

A personally conducted trip through the factory with Sales Manager J. A. Yates is a sight good for sore eyes. Thousands of bicycles in all stages of production, every worker on tip toe, at top speed. It would turn the gloomiest pessimist into a shouting optimist.

The Davis sales policy, of liberal advertising in the trade papers, coupled with service to the dealers, and prices as low as they can be consistent with high grade product, inaugurated by President C. A. Hawkins and Sales Manager Yates, is bearing fruit in floods of orders from the jobbers and dealers.

In detailing reasons for the price increase, President Hawkins said: "The Davis Sewing Machine Company made two cuts in prices—July 1 and September 1—totaling about 33 per cent. These cuts were made because a survey indicated that the time had come when prices should be dropped to a point that would start the buying of bicycles on a larger scale by jobbers and dealers regardless of production costs.

"This radical step has had the result expected. No other manufacturer followed the Davis cut as far or cut within two to three dollars of our jobbers' and dealers' base prices, and the present raise in Davis prices leaves the wholesale price to both jobber and dealer still somewhat below prices of competitors making bicycles of like quality. The Davis company is following its usual practice, in accordance with terms of agency contracts, by supplying its customers, after date of notice of increase, with a quantity of bicycles at old prices equal to the average monthly amount shipped under their contracts."

That the trend of prices is upward is the opinion of Mr. Hawkins. "There has been a raise of approximately 10 per cent. in the cost of materials used in the manufacture of bicycles since September 1. The tendency of labor schedules is upward, and the bottom has been passed. Purchasers of bicycles today can buy with the confidence that prices will not be reduced, and that they will not be left with bicycles on hand purchased above the market. On the contrary, with prospects for constantly increasing prices, it looks like the return of the old days, when bicycle jobbers and dealers could reap a substantial profit on goods held in stock.

"This is not only true of bicycles, but is generally true of all commodities. All reports from the U. S. Labor Board, the Economic Research Bureau of Harvard University, Babson's Statistical Organization, Bradstreet's, and other authorities indicate a rising level of average commodity prices. Merchants generally who have held off buying on account of fear of a drop in prices of commodities purchased are coming into the market strong to replenish their depleted stocks in all lines.

"The result is the reopening of closed factories, and increased production schedules in industries of all lines, resulting in increased purchasing power and a larger volume of retail business in industrial centers. Prices of farm products have increased in most important factors from 25 to as much as 100 per cent. during the past few months, and this is largely due to increased buying power of farm products in industrial centers.

"This means that the farmer has increased purchasing power to absorb the products of factories, and the restored confidence in mental attitude which results indicate that the days of stagnation, due to general mental attitude, which began about two years ago, are rapidly passing, and normal conditions are in sight."

The factory force is being increased as rapidly as possible, but all the factories in Dayton are busy, and they are bidding against each other for workmen with the result that labor is scarce and wages almost as high as during the boom times following the war.

The railroad situation has helped to make rapid increase of production difficult. Shipments of raw material have been held up and cars have not been available for shipments of finished wheels.

Sales Manager Yates attributes much of the big demand for Davis-made Bicycles to the steady and consistent policy of trade paper advertising followed by his company. A few months ago they used liberal space to advise the leaders to climb on the Davis band wagon and got a flock of requests for the detailed Davis proposition. "We didn't wait for business to get good, we went out and made it good, by advertising," says Yates.

FIX EUROPEAN RACE DATES

AT a meeting of the Union Cycliste Internationale, the world's governing body, at Geneva, Switzerland, late in October, the dates for the feature European road races were decided upon.

On March 18 the Tour of Flanders, Belgium and the Criterium of Mont Agel, France, will be run. The Milan to San Remo, Italy, race is set for March 25.

The Paris to Roubaix, France, race is scheduled for April 1; Milan to Turin, Italy, April 15; Paris to Brussels, Belgium, April 22; Tour of Romagne, April 29; Tour of Belgium, April 29 to May 6.

On May 10 the Munich, Germany, to Zurich, Switzerland, race is scheduled. Tour of Piemont, Italy, May 13; Paris to Tours and Paris to St. Etienne, May 20; Bordeaux to Paris, May 26-27. The tour of Italy starts on May 27 and finishes on June 10.

During June the Bordeaux to Marseilles, France, and the Liege to Bastogne races are set for the third, the Circuit of Paris on June 10, the Arlon to Ostende race on June 17, and the start of the Tour of France will be made on June 24, the latter race finishing on July 22.

During July the Tour of Emilie, the first; Paris to Bourganeuf, the eighth; Paris to La Fleche, the 14th; Tour of Luxembourg, the 22d, and the Tour of Venetie, the 29th, are on the calendar.

The Tour of Lake Leman, Switzerland, is set for August 5; the Criterium of Aiglons, August 12 to 15; Paris to Lyons, August 19, and the championships of Belgium, Switzerland and France, August 26.

The Berne to Geneva, Switzerland, race will be contested on September 2, while on the following Sunday the Brussels to Paris race will be run. The Criterium of Aces, around the Longchamp race course, Paris, will be decided on September 15, and the Paris to Nancy race the following day. The Italians will hold a national race on September 20. L'Auto, the Parisian sporting daily, will hold an international race on September 23, and the Wolber Prize road race will wind up that month when it is run on the 30th. During October two big Italian races, the Milan to Modena and the Tour of Lombardy, are scheduled, the first on the 14th and the second two weeks later.

Indoor Racing *for* Motorcycle Clubs A Winter Night's Sport

By Milo C. Richter

MANY'S the cool fall or winter evening when the bunch gathers at the club rooms and, big with fate, the question arises, "What shall we do for amusement to-night?" Or, the club stages a little party and a luckless entertainment committee strains its mental machinery to "spring something new on the gang."

The following game is an adaptation from the race horse game which has proved so very popular on trans-atlantic steamers. Indoor Motorcycle Racing will prove a most fascinating game. It's only disadvantage is the noise made by excited players as each race is being finished or a phenomenal lead taken by one of the players.

This game can be played on a chalked painted floor, or the track can be laid out on cardboard, in miniature, for table use. Each race track can only accomodate six players, but enough equipment, riders and tracks can be made by the club's handyman so that any number of people can play at the same time. The table size is more convenient than the track painted on the floor as it permits the players to sit comfortably on chairs around the table. At a party where several tracks are in use the progressive method can be used the same way it is used at card or "bunco" parties—that is, the loser, or last man in the race, at number one track goes back to the low table, and the winner of each race moves up one table. The winner at number one table stays at his same table. This changing from track to track causes "mixing" which is conducive to a good time at a party. It breaks up the inevitable clique.

The Rules of the Game

Now for the playing of the game—then we'll tell you how to make the equipment which is extremely simple. We'll call the card-board cut-out motorcycle racers "riders" in the explanation that follows. There are six riders. Line them up abreast just back of the line marked "START." The riders are numbered 1 to 6. Riders are chosen by drawing lots or cards. This is done before every race.

Two dice are used to play the game, each player rolling the dice in turn, clockwise order, starting with the player who has No. 1 rider.

The game is made more interesting by the use of poker chips for "anteing" or betting before each race starts. If you are playing this game at a party, with several tracks in use, the enjoyment can be heightened by giving each guest a handful of stage money for use at the tracks. The person finishing the evening with the most "money" can be given prizes.

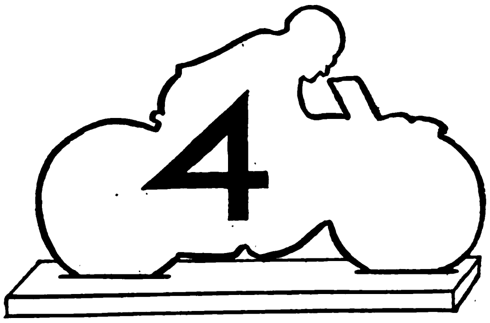

Figure One

After each player has been assigned a rider, ante in all around, each player putting in the pot chips of the value corresponding to the number of his rider, thus: player having rider No. 6 puts in six white chips or one white and one red, and so on down the line to number one player who antes in only one white chip. The chips are placed in the center of the race course and the race is on.

The rolling of the dice having commenced, the riders start down the track, moving one or two squares as their numbers "face up" on the two dice. For example, the first roll of the dice shows a one and a five, riders number one and five move forward one square each, and so forth till a rider crosses the finish line. If both dice show the same number the rider of that number moves forward two squares.

To make the finish of a race more exciting and hazardous a "kink" is added to the game. If, for instance, No. 3 rider is ahead of the field and is occupying the last square before the finish line, if one three is rolled he wins the race, but if two threes be rolled at once No. 3 is disqualified, losing the race to the next rider to cross the tape. The player whose rider wins the race wins the chips in the pot.

If there are less than six players (there should be at least four), designate the extra one or two riders as "dark horses." If a dark horse wins, let the pot of chips remain as "sweetening" for the next pot.

Making the Equipment

The race course can be made of heavy cardboard and any handy table size maintaining proportions similar to Figure Two and containing 32 squares. Have the squares wide enough for six of the riders to stand abreast at the starting line.

The riders can be cut from heavy cardboard and mounted in slots on separate blocks of wood. Use Figure One for a pattern. Numbers of riders should be penciled or painted on both sides.

Indoor Motorcycle Racing proves very amusing and exciting. There are wonderful "leads" in which one rider is sometimes as many as five squares ahead of the field. At other times there are close finishes with as many as three riders in the last square ready to cross the finish line.

HUGHES DEALS ANOTHER ACE

Evansville, Ind.—Ernest Hughes, traveling salesman for the Ace in Indiana, recently closed a contract with the Beverly Cycle Co., of Evansville, Ind., to distribute the Ace in that section of the state. The Beverly organization, also sells Harley-Davidson motorcycles. A new Ace has just been ordered for the Evansville Police Department. Salesman Hughes plans to visit the Beverly store frequently during the Fall and Winter months to give practical assistance in lining up new prospects, planning local advertising and helping out with other constructive promotional work.

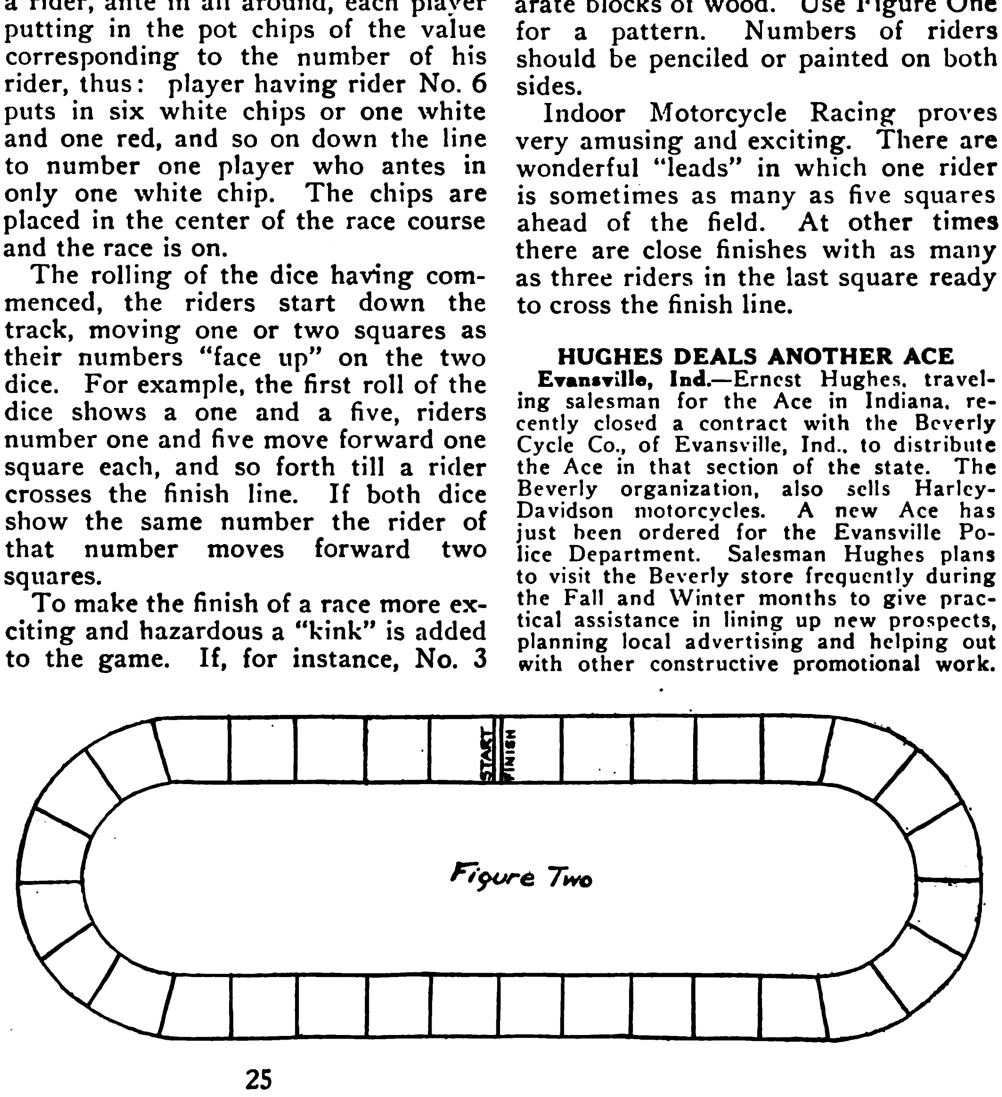

Figure Two

What Motorcycle Clubs *and* Riders Are Doing

SETTLE IT AT DAYTON

Dayton, Ohio—Joe Ferst, on a Harley-Davidson, and M. Jones, on a Henderson, had it out last Sunday. They had trouble some time about speed. The two riders raced for one mile. Jones first three times.

COTATI RESULTS

Cotati, Cal.—Two motorcycle races were run in conjunction with automobile races on October 29. The ten-mile race was won by Ralph Hepburn, riding an Indian, his time being 5 minutes, 42 seconds. Jim Davis came in second and Weishaar third. The twenty-mile race was won by Weishaar, Harley-Davidson, in eleven minutes, fourteen and two-thirds seconds. Tennant Lee, representative of the M. & A. T. A., was the efficient referee.

SIX EVENTS AT WILMINGTON

Wilmington, Del.—The Third Annual Hill Climb of the Wil-Del motorcycle Association will be held on the hill a quarter of a mile northeast of Smith's Bridge, about 8 miles from Wilmington. There will be six events—middleweight solo, open; 61 cu. in. solo novice; 61 cu. in. solo, closed club; 61 cu. in. solo, open; 80 cu. in. solo, open, and 80 cu. in. sidecar, open. The hill rises 200 feet in 350 feet. The solo course has a 55 per cent. grade and the sidecar course a 40 per cent. grade.

HALLOWE'EN IN INDIANA

South Bend, Ind.—J. M. Warwick, well-known South Bend motorcyclist, entertained forty local motorcyclists, their wives and sweethearts, with a dance and reception at his Portage road home Hallowe'en evening. Warwick furnished an orchestra, eats, drinks and other pleasing things. Preceding the event, South Bend motorcyclists and their friends gathered at the home of E. F. Wegner, race promoter, and wrapping themselves in sheets they rode through the main streets of the city, blowing horns, ringing bells and otherwise attracting attention.

BELIEVE IT OR NOT

Dayton, Ohio—Found in Dayton: A motorcycle fan, a sportsman, a leader in all motorcycle activities—racing, tours, hill climbs—referee. secretary of local club, who is not a dealer or connected with a motorcycle factory; who loves the sport so much that every minute away from his business is given to his motorcycle activities. That exceptional character is G. W. Snyder, 15 Shaw street, Dayton, Ohio. He rides a Henderson with sidecar. Every city needs gentlemen sportsmen of this type—always neat and keeps his machine in perfect condition. What we are trying to hint at is that G. W. Snyder is a credit to the motorcycle industry and a delightful man to know.

STEELE THOMPSONTOWN STAR

Thompsontown, Pa.—Three thousand people journeyed to the Forney farm, one-half mile west of Thompsontown, to see the big hill climbing events which took place there. The hill was 230 feet long from the starting to the finishing line, being rough and steep. John Tritt of Harrisburg acted as referee. Orrie Steele of Paterson, N. J., national champion, was the winner of all the expert events. Steele also won the loving cup offered by the Indian Motorcycle Company for the man winning the most events. The following are the scores made by the winners of the various events:

37 cu. in. expert event—Orrie Steele, first, Indian; time, 15 1-5 seconds. L. C. Holcomb, third, Indian; not over top. L. L. Froelick, third, Indian, not over top.

61 cu. in. expert event—Orrie Steele, first, Indian; time, 8 1-5 seconds. Ben Westerfield, second, Harley-Davidson; time, 9 seconds. L. C. Kotmain, third, Harley-Davidson; time, 10 seconds.

74 cu. in. expert event—Orrie Steele, first, Indian; time, 7 4-5 seconds.* L. C. Kotmain, second, Harley-Davidson; time, 9 4-5 seconds. McCoy, third, Harley Davidson; time, 10 seconds.

80 cu. in. open expert event—Orrie Steele, first, Indian; time, 7 2-5 seconds. Ward Davis, second, Harley-Davidson; time, 8 2-5 seconds. Ben Westerfield, third, Harley-Davidson; time, 9 2-5 seconds.

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*Used 61 cu. in. machine.

ST. LOUIS CLUB NOTES

St. Louis, Mo.—Emory Campfield, proprietor of the Gravois Cycle Co., has been elected president of the St. Louis M. C. This makes the third president elected in one month. If we don't get one to stick pretty soon we will run out of presidential timber. Mr. Campfield is well known and liked in St. Louis. His ability to make the club go is unquestioned. At a meeting on October 2 the club voted to have a night run of some kind in the near future. The dealers were put on the committee to arrange details and to name the event at the next regular meeting. It will in all probability be a secret time run. Charles Wilson passed through St. Louis Thursday, October 2, en route to his home at Paterson, N. J. He reported that the roads from Chickasa, New Mexico, to St. Louis were very bad; but he was much pleased at the prospect of a thousand miles of good riding between here and his home.

Orrie Steele on the Thompsontown Hill

C. F. Temple, English Harley-Davidson rider, has many records to his credit.

SANCTIONS ISSUED

RELIABILITY CONTECT

Nov. 12—Crotona Motorcycle Club, New York City, N. Y. Sanction No. 776.

ENDURANCE RUN

Nov. 26—Oakland Motorcycle Club, Oakland, Cal. Sanction No. 784.

MIDNIGHT RUN

Dec. 31—Wallace Stuart, Toledo, Ohio. Sanction No. 783.

TROPHY RUN

Nov. 30—Providence Motorcycle Club, Providence, R. I. Sanction No. 787.

HILL CLIMB

Nov. 12—Wil-Del Motorcycle Association, Wilmington, Delaware. Sanction No. 788.

THE MUD MADE THE RECORD

Denver, Colo.—J. McPherson left Denver at 3 a. m. November 5 in an attempt to break the record from Denver to Chicago, but the jinx got him at North Platte, Neb. Mud, mud and more mud! He drove a Harley-Davidson sidecar outfit, and made the 307 miles to North Platte in 7 hours and 35 minutes. No mechanical trouble.

A DROLL STORY

St. Louis, Mo.—The Hare and Hound Chase held by the St. Louis M. C. turned out to be a thirty-mile road race for most of the hounds. The hares—Pete Karanga and John Ballack—took a sack full of cardboard confetti—about one-inch squares—and hit the breeze. Twenty-five minutes later the sidecar hounds were released, and in five minutes more the solos started out. The trail led out Clayton road—ten miles of concrete, and not a cop in sight. The hounds, about twenty in number, mowed down that ten miles in about nine minutes flat. Arriving at the end of the concrete a conference was held. No one had seen any confetti. (Small wonder! They couldn't have seen a flock of barrels at that speed much less a handful of confetti.) So it was decided that the hares had gone straight through toward Gumbo, twenty miles further. So the business of hooking chins on headlights was again in order, and twenty-five minutes later they stopped at Gumbo. No one in town had seen a sidecar outfit come through there for a week. So after another conference it was decided to ride back toward St. Louis slow and hunt for signs of trail.

Meanwhile—but let us first remind you of the hare and tortoise handicap which, we are told, was run some hundred of years ago. The moral pointed out by the referee in that notable event was to the effect that the race goes not always to the swiftest, and that there are times when a fifteen-mile-an-hour rider can put his thumb to his nose in derision at his mile-a-minute rival.

Creeping along far in the rear of the road-burners, Bob Wilson, with a magnifying glass on his handlebar and a telescope around his neck, was doing a Sherlock Holmes.

At Ellisville he discovered a little one-inch square of cardboard. (Later events proved that it had leaked out of Karanga's sidecar by accident, and it was the only piece found on the entire trip.) So Wilson, after consulting his trailer and trapper's guide, headed for Eureka, and, about ten miles further, came upon the hares' motors parked at the side of the road, thus winning the resistal goggles. However, it had taken him so long to reach the hares that their two hours' hide-out were finished about the time he arrived. So the two spotlights were awarded to Karanga and Ballack for their ability to remain hidden from the hounds for two hours. Back on the Clayton road the speed demons were still running around in circles, vainly searching for the trail. They finally gave up and began hunting restaurants. Brunton Hawthorne and Spider Bill stopped at Creve Coeur lake and had hot-dogs instead of rabbit for dinner. To Joe Gumm, otherwise known as Dynamite Sasseen, went the prize of a canvas tool roll for having the most hard luck of the day. (He never carries any tools. That makes the tool roll a very appropriate prize.) He had a flat tire when he got up Sunday morning. Patching it he arrived just in time to start with the hounds. His lightning get-away pulled out a valve. So, borrowing a tube and some tools, he soon was rolling again—only about a mile, however, when the nut came off the engine sprocket. And then—believe it or not—he walked back half a mile and found it again. We arrived fifteen minutes late at the start. So when we got to where Joe was parked he was trying to figure out how to put the nut back on the sprocket without taking off the chain guard. So we condescended to put it on for him (with a chisel and hammer) while he confidently advised us that he had put it on tight—with a pair of pliers—the night before. (Can you beat it?) We explained to him that, owing to the fact that his motor had self-aligning R. P. M's in its interior, it was necessary to tighten the nut with a hammer if it were intended to stay on. And Joe rode away perfectly satisfied, saying that he wasn't up on motors like we were, but that we knew our stuff and undoubtedly knew what we were talking about. He rode all over four counties all day and never caught sight of either the hares or the hounds. When Pete Karanga got back to the club rooms he admitted that he had forgotten to throw out any confetti. The club members present voted that, with so much ivory on hand, the next set of pool balls we get will not be very expensive.

HEPBURN SETS FOUR NEW RECORDS

San Luis Obispo, Cal.—Ralph Hepburn and his Indian smashed a flock of mile dirt track records at the race meet held here Sunday, beginning with a mark of 39 3-5 seconds for the mile in the time trials. Gene Walker held the record up to this time, 42.3 seconds, made at St. Louis in 1921. Next came the five miles open. Hepburn set a new mark of 3:26 1-5, breaking another Walker St. Louis record of 3:38. Ten-mile open came next and Hepburn set this record at 6:59 4-5, still another Walker St. Louis record smashed. It was 7:23 3-5. Last came the 25-mile open and Hepburn brought it down to 18:02. The previous record was 19:17.6, made by Fred Ludlow at Syracuse in 1921. All events were electrically timed, and the track was surveyed. Tennant Lee, M. and A. T. A. representative, supervised the races. The track was pronounced by the riders to be the fastest dirt track they had ever negotiated. About five thousand people witnessed the races. Summaries:

Time Trials—Hepburn, Indian, 39 3-5; Sarkegan, Harley-Davidson, 40 3-5; David, Harley-Davidson, 41 1-5; Weishaar, Harley-Davidson, 42.

Five-Mile, Open—Hepburn, Indian, Krieger, Indian. Time, 3:26 1-5.

Ten Mile, Open—Hepburn, Indian, Kreiger, Indian; Terry, Harley-Davidson. Time, 6:59 4-5.

Twenty-five Mile, Open—Hepburn, Indian; Kreiger, Indian; Sarkegian, Harley-Davidson; Weishaar, Harley-Davidson. Time, 18:02.

Five-Mile, Stock—Faber, Harley-Davidson; Ames, Harley-Davidson; Petrall, Indian.

NINE CLIMBERS THRILL CROWD

Cumberland, Md.—A field of nine contestants thrilled a large crowd of spectators at the second annual hill climbing contest for motorcyclists on Shriver's Hill. John R. Groves, of Chambersburg, captured first place in the two big events, but failed to equal the record set last year by Mark Seifert. The novice 61-inch cubic climb was won by Bob Cosgrove, of this city. Ferris, of Altoona, was second. The novice 74 cubic event was won by George Mackert, of this city; "Rabbit" Shober was second, and "Funny" Newman, third. The following riders took part: John Groves, Chambersburg; Rogers, Uniontown; Ferris, Altoona; Newman, Mackert, Cosgrove, Ernie Kiefer, Shober, Cumberland, and Conners, Hagerstown. Lyal Stewart was official announcer; Otto Ryan and George Youngblood were starters.

ALL FRANCE ON BICYCLES

Washington, D. C.—About one person in eight in France is the owner of a bicycle, says Consul Hunt, St. Etienne, commenting on the increasing popularity and sales which have boosted production to the highest point since the cessation of hostilities. According to the latest available statistics, for 1921, there are in France 4,824,713 bicycles, and it is believed that the 5,000,000 mark will be exceeded by the end of 1922. The increase in numbers compared with 1920 is estimated at 537,585, and 1,293,267 over 1914.

TACOMA SPEEDWAY GONE

Tacoma, Wash.—Northwest motorcycle speed enthusiasts will hereafter be required to be satisfied with road races, endurance runs and the like, as the big two-mile Tacoma Speedway is now but history. The big track has been in the hands of a receiver for the past several months and last week the court disposed of the property for a few hundred dollars. The grandstand is being torn down and the big wood track removed.

JOHNSTON HEADS ATHLETIC BODY

F. A. O. Johnston, of Toronto, racing board chairman of the Canadian Wheelmen's Association for the past six years, was elected first vice-president of the Amateur Athletic Union of Ontario at the annual meeting of the latter body in Toronto on November 1. Johnston represents the Wheelmen's Association on the board of directors of the athletic union.

CROTONA DANCE AND PRIZE DISTRIBUTION

New York.—The Crotona Motorcycle Club will hold a dance November 18 at 1816 Webster avenue, Bronx. At this dance the medals and prizes of the 24-hour endurance run held on May 13-14 will be awarded to the contestants, who will be admitted to this dance free of charge. The fifth annual modified run will be held Sunday, November 12.

VISMER IS FORGIVEN

Chicago, Ill.—Chairman A. B. Coffman of the M. and A. T. A. Competition Committee announces that H. C. Vismer, of 77 Walton Street, Atlanta, Ga., has been reinstated by the committee. Vismer was one of the riders who participated in an outlaw 24-hour race last summer.

Ralph Hepburn, who has just made four new mile dirt track records.

Indian
Indian

MOTORCYCLE REGISTRATION

ON July 1, 1922, there were registered in the United States 149,924 motorcycles. The Middle States by far had the greater number of machines registered: New York, 21,382; New Jersey, 7,364; Pennsylvania, 15,704, and Delaware, 338, totaling, 44,788.

East North Central States come second. Ohio, 17,000; Indiana, 5,152, Illinois, 6,063; Michigan, 4,199, and Wisconsin, 4,877, totaling 37,291. Third position is held by the Pacific States with Washington, 2,934; Oregon, 2,424, and California, 13,713, totaling, 19,171. In fourth position come the New England States with Maine, 1,031; New Hampshire, 1,468; Vermont, 669; Massachusetts, 8,708; Rhode Island, 924, and Connecticut, 2,144, totaling 14,944.

Next come the South Atlantics in which Delaware has 338; Maryland, 3,752; Virginia, 1,450; District of Columbia, 1,859; West Virginia, 950; North Carolina, 1,275; South Carolina, 497; Georgia, 877, and Florida, 946, making a total of 10,944 motorcycles registered. The West North Central States registered Minnesota, 2,500; Iowa, 3,089; Missouri, 135; North Dakota, 584; South Dakota, 481; Nebraska, 1,101, and Kansas totaling 9,604. Arkansas has 192; Louisiana, 395, Oklahoma, 504, and Texas, 2,831, aggregating 3,922, for the West South Central. The East South Centrals total 2,306, of which Kentucky has 841; Tennessee, 732; Alabama, 598, and Mississippi, 135.

Approximately $350,000 was paid by motorcyclists in registration fees.

Suzanne Koerner, an American girl and the only woman among 20 contestants in the Berlin to Leipsic race. She is the daughter of an American merchant, and finished fourth.

On the border line between Indiana and Michigan a motorcyclist stops to check over his route.

TOUR OF GERMANY

The Sportblatt and Rad Welt, Berlin sporting papers, are organizing a Tour of Germany for 1923 for both cyclists and motorcyclists. The plan is to have the tour touch principal parts of Germany.

Among *the* Dealers

SELLS POLICE OUTFIT

South Bend, Ind.—South Bend's police department has bought a Henderson DeLuxe sidecar outfit of Frank Andrews, local dealer.

NEW TORONTO STORE

Toronto, Can.—A new bicycle store has been opened in Toronto, Ontario, by Howard Warren, at 105 Pape Avenue, in the East end of the city. The proprietor has organized the Warren Bicycle Club.

GOOD BUSINESS IN AUSTRALIA

Melbourne, Australia.—The J. H. Rhodes Company, Indian distributors, report that business is going ahead very rapidly and that it is quite possible that the number of Indians already contracted for will be increased materially before the end of the season.

CLARK TO CONCENTRATE

South Bend, Ind.—The St. Joseph, Mich., store of the Clark Cycle Company of this city has been permanently closed, the proprietor of the establishment here has announced. All efforts will be concentrated on the store in this city, which was opened last February and has become a thriving business.

LOOK OUT FOR MORGAN!

Van Wert, Ohio—The hustling dealer for Davis bicycles in Van Wert, Ohio, is R. J. Morgan, Jr. Not only in Van Wert, but throughout the country, this chap goes after the business. His store burned down recently, but in its place he has a better store. He is right on the job every minute, and is an M. & A. T. A. member, and will be among those present at the New York show.

SELLING COMMERCIAL OUTFITS

South Bend, Ind.—Hagedorn & Webster have sold five Harley-Davidson outfits to the Indiana & Michigan Electric Co., for use of their linemen and trouble shooters. Three solo outfits, one sidecar and one sidevan comprised the order. The sidevan outfit was sold to the South Bend Tribune for carrying papers. This outfit goes nearly 100 miles daily with a heavy load a greater part of the way.

MILE-A-MINUTE SCHULTZ

Dayton, Ohio—F. J. Schultz, president of the Dayton Cycle Co., is a road enthusiast. A few Sundays ago he was out, and the day after a chap came into his store and asked him how quickly he could rig up a machine. Schultz said: "Oh, 15 minutes." The chap said: "Saw you show some speed yesterday. Make out your bill." Then calmly counted out $550. Schultz carries a full line of motorcycle accessories, as well as the Davis bicycles. He says he expects to ride a motorcycle to the New York show.

HOW IT IS DONE

Portsmouth, Ohio—First, have the agency for a good motorcycle; second, get out and hustle; third, advertise; fourth, talk, boost, and then boost some more, for motorcycles and the machine you handle. That seems to be the policy of Harry McNeer, Harley-Davidson dealer. That is probably why more Harley-Davidsons are ridden in Portsmouth than any other make. But even Mr. McNeer could sell more if his energies were concentrated entirely on motorcycles. It is difficult to divide affections.

SERVICE IN DELAWARE

Wilmington, Del.—The Delaware Cycle Co., where Ace and Harley-Davidson motorcycles are sold in Wilmington, Del., is enjoying a brisk flow of business for this time of year. The proprietor, C. B. Schneppe, has built up a substantial following by his policy of giving prompt service and sound value. Bicycle business is also good, and is receiving additional stimulus from the approach of the holidays. The Delaware Cycle Company has an unusually well-equipped repair shop, and carries a complete stock of parts for Harley-Davidsons and Aces.

NEW CANADIAN CYCLE FIRM

Ottawa, Ont.—Two important business dedevelopments have been announced in Canad during the past week. One was the announcement of the incorporation as a company under the Provincial laws of Saskatchewan of the Western Cycle & Motor Company, Limited, at Regina, a fast-growing bicycle firm in the West.

Announcement was also made at Montreal of the assignment of the Art Ross Sales Company, Limited, Montreal, to the Sun Trust Company, Limited. The Ross Company has been the distributor of Harley-Davidson motorcycles in the Province of Quebec for years.

BRASECKER GOING STRONG

Pittsburgh, Pa.—F. R. Brasecker has obtained satisfactory results from sales work carried on during the late summer and early fall, and is arranging an active campaign to take advantage of the favorable conditions during the time remaining before winter weather sets in. Mr. Brasecker has closed orders for four new Ace motorcycles in the past few days, and reports live prospects coming into line very rapidly. He finds general conditions in Pittsburgh to be improving steadily since the steel mills are again busy and the coal and railroad strikes have been settled. The sales room is large, attractive and well lighted, with a new Ace "four" spot-lighted in the show window. Mrs. Brasecker is the highly efficient assistant of F. R.

CELEBRATES ARRIVAL OF CHIEF

San Francisco, Cal.—The Pacific Motor Supply Co., A. Freed, proprietor, held open house every night, during the week of October 23rd to celebrate the arrival of the first 74-inch Big Chief. C. E. Oberg was on hand, and Ralph Hepburn rode and demonstrated to give admiring throngs an idea of the latest product of the Hendee Manufacturing Company. Any of the riders who wanted to try the new model themselves were free to do so. Five prizes were offered for the contestants who could come nearest to guessing how many parts there are in the new machine. The Pacific Motor Supply Co. people were in the guessing class themselves, though they did not compete. Contestants had to attend on the night of Saturday the 28th, when a telegram from the Indian factory divulged the number of parts contained in the 74-inch Big Chief.

SHAFFER ADDS TO LINE

Altoona, Pa.—J. E. Shaffer, who has sold Harley-Davidson motorcycles in Altoona for a considerable time, reports encouraging outlook for motorcycle business in his locality for the 1923 season. He recently had a conference with R. S. Woods, Ace factory representative, and succeeded in closing for the Ace dealership in his district in addition to the Harley-Davidson, getting Blair county as his territory. Instead of waiting idly for spring weather and new buyers to come of their own accord, Shaffer is arranging an intensive sales and advertising campaign for the purpose of starting people to thinking about motorcycles during the winter months, so that by the time spring arrives they will have their minds made up and be ready to do business without further delay or extra sales work.

"BUSINESS FINE," SAYS BROWN

Detroit, Mich.—R. D. Brown, of the Brown Motor Company (630 Gratiot Avenue) branch, at 38 Lobel, Highland Park, states his bicycle business is splendid in both stores. He has a stock of Miami, Harris, Excelsior and Davis bicycles, with a good stock of juvenile vehicles, and is making attractive displays of these for holiday business. He is also a motorcycle enthusiast and, while not the agent of any one make, does a comfortable business in used machines, having on hand Harley-Davidsons, Excelsiors and Indians, all fixed up as good as new.

He is active in the Wolverine Club affairs. He expects to be at the New York show in February, as he is looking for an exclusive agency of a good motorcycle. Mr. Brown is a likable, hustling business man, being a native New Englander, has the ingrained shrewdness of a Yankee that makes him a good salesman and trader.

WALLY STUART'S SYSTEM

Toledo, Ohio—The public has no chance to forget about motorcycling in territory covered by Wally Stuart, who directs the Toledo branch of Blauvelt and Stuart, Indian and Ace dealers. Wally makes it a point to have something going on that will keep them talking and thinking about the fun they can have with good machines. During the summer he is instrumental in promoting race meets, outings and club tours. And if winter eventually does settle down to really unpleasant weather, he has plans for indoor stunts, parties and "blowouts" to keep the club spirit alive and have interest at high pitch as soon as spring weather opens up. Wally is a firm believer in the value of co-operation, and goes out of his way to work with other dealers to boost the common cause. It is no snap to accomplish this for some dealers like to cling to ancient grudges, and cherish their pet antagonisms like so many jewels. But the better class appreciate that the business will really grow only in proportion to the constructive service performed for motorcycle owners, and eventually welcome the kind of effective boosting that Wally endorses. The increase of interest in Toledo and the growth of sales made by all the dealers there since Wally came to town is practical proof of the value of the co-operation that he so consistently preaches.

MERCER MOVES WIGWAM

Seattle, Wash.—Fred Mercer, president of the Mercer Cycle Company, has moved the Seattle Indian Wigwam from its former location on Pike street near Melrose to 1127 Pine street. The new store is but a block from the old location and Mercer is getting the new quarters fixed up in time to meet the holiday rush of business.

C. B. D. A. ELECT OFFICERS

Toronto, Ont.—Officers of the Canadian Bicycle Dealers' Association for 1923 were elected at the first meeting of the 1923 Board of Directors of the organization which was held at Toronto, November 2. The choice of the directorate for the 1923 presidency was Walter Gurd, proprietor of Gurd & Company, a long-established bicycle firm of London, Ontario. The 1923 vice-president is J. R. Dixon, proprietor of the Dixon Sporting Goods Company of Hamilton. N. N. Ferries of the Wentworth Bicycle Works, Hamilton, Ontario, was re-elected secretary-treasurer, while D. E Rogerson of Toronto was chosen to fill the new office of membership secretary. W. M. Gladish of Ottawa, a director of the C. B. D. A. since it was organized six years ago, was again re-elected chairman of publicity committee. Various committees are as follows: Entertainment and convention committee—B. B. Halladay, Weston; D. E. Rogerson and A. E. Humphrey, Toronto; J. R. Dixon and N. N. Ferries, Hamilton. Racing committee—F. H. Gott, Brantford, and Bert Brown, Chatham. Sales committee—J. R. Dixon, Hamilton, and J. L. Isaac, Brantford; auditors, J. L. Isaac, Brantford, and F. H. Gott, Brantford. Directors without portfolio, Percy A. McBride, Toronto; E. C. Briscoe, Chatham, and G. A. Wenige, London.

READING (PA.) DEALERS HAPPY

Reading, Pa.—Reading motorcycle dealers are of different minds on the used machines situation. Some believe in taking a loss now, while the others are for holding on till spring. Working conditions are approaching wartime wages and all the shops running full time. Dealers report sales a hundred per cent. over last year at this time. Newhauser & Stierhoff, Harley-Davidson dealers, are "Taking our loss" with a smile. "We want to start fresh," they say, "and not with a whole lot of used machines on hand." R. B. Fritz, the Indian dealer, believes differently. He has over 200 used machines on hand, and he says that it will pay him to hold on, and he is sitting tight. He reports a lot of new prospects for spring and, the majority of them being new riders and young fellows, they are all ordering Scouts. R. B. says that this is the only machine for solo riding. The Cole Cycle Co., with Chas. Cole at its head, is the junior of the Reading motorcycle dealer. Charles sells the Ace, and the used machine proposition does not bother Cole, as the majority of his riders are all new riders. What used machines he gets he moves as fast as he can, as he wants to start the spring drive with a clean slate. Hettingers Bros. are also believers in cleaning house for spring. They have a novel way of handling a prospect for a used machine. When he finally picks out one and asks the price, the answer is something like this: "I was asking $125; how much will you give for it?" Nine chances out of ten the new man will say at least $100, and Hettingers will take him up. As the firm handles the Reading Standard, Cleveland, Henderson and Excelsior, they must have room for their spring trade and are taking their loss now. Hettingers report new sales way ahead of last year, and in 1920 they sold 164 machines. Sol Kuln says it will be a big year for Neracar. Sol has a few used outfits on hand which were taken in on trade for New Reading Standards, but he does not have enough to worry him. With the splendid showing that he has made in the endurance runs with the little lightweight he has made a good impression on the young fellows of the town. His sister is also creating some impression, as she is Sol's right-hand assistant when it comes to demonstrating, and we must say that she can ride pretty good. Our hats off to the Neracar and Sol Kulp. At the Reading Standard factory, while things are a little slow, we were handed a tip from Sales Manager "Tommy" Atkins that there is something big coming off soon and, although we persisted in knowing just what it is, the best that we got was: "You must wait and see." Our hats off to the R. S. factory and its officials; they are all fine.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Use Spee-Dee

(1)—Please tell me where I can get a hand soap or paste that does not need water to use and can be carried in a coat pocket. I saw something of this sort advertised during a cross-country trip last month, but have forgotten the name.

JAMES ROTHWELL.
Paterson, N. J.

Answer

(1)—An excellent preparation known as "Spee-Dee" comes in tube form. The paste is squeezed on the hands and well rubbed in, no water being needed. It is made by the States Chemical Co., 655 West Austin Avenue, Chicago, Ill., and may be had from an automobile supply house.

Not Worth the Money

(1)—I have been advised to put an auxiliary mixing device between the carburetor and the inlet manifold and am asking your advice as to whether it will improve the running of the motor. The salesman says that it will improve it one hundred per cent.

BLUE INDIAN.
Los Angeles, Cal.

Answer

(1)—The device you refer to is of little use and is by no means worth the money asked for it. It is doubtful if it increases the fuel economy at all. It is an automobile attachment for use on cars of old pattern which have deficient carburetors.

Gasoline Consumption

(1)—How many miles should I get on a gallon of gasoline with a Harley-Davidson 74-cu. in. and sidecar? At present I am getting 25 to 30, which I think is not enough.

Astoria, N. Y. O. F.

Answer

(1)—You should get better than 30 miles per gallon, unless you travel fast or carry more than one passenger. When a sidecar outfit is geared high, the gasoline consumption increases, of course. We presume that your outfit is geared according to factory standard; if geared higher (say solo gearing), your consumption (25-30) is about right. It's up to the driver in most cases how many miles he can get out of his motor.

Personal Choice

(1)—Please advise me which is the more powerful and faster machine: The Harley-Davidson 74 or the Indian Chief? I am going to get a sidecar outfit in the spring and want to get the best on the market.

VICTOR POMRANKE.
Kiel, Wisc.

Answer

(1)—You mention two excellent makes of motorcycle, about which it is a matter of personal choice—your own—as to the most desirable. We tell you frankly that you can be satisfied with either for your requirements, as both are fast, powerful and reliable. To answer your question accurately, it would be necessary to hold a competitive series of tests of both machines under identical operating conditions, which cannot be done at present. We presume that you refer to the Indian Chief 74 model.

Weed Chains

(1)—To what extent are Weed chains effective on motorcycles?

(2)—Why are Weed chains practically not used on such vehicles?

BEN WESTMANN.
San Diego, Cal.

Answer

(1)—For solo work, they are highly desirable on wet or greasy concrete, asphalt and other hard roads and they certainly are effective in preventing skidding. This makes them used widely by careful riders. They are a necessity in snow, also.

(2)—Weed chains are, on the contrary, widely used by motorcyclists for mud and greasy roads and whenever snow riding is indulged in.

Castor Lubricants

(1)—Would you advise me to use a mixture of castor oil and Texas medium oil for the Indian Scout transmission? It has been recommended for cool weather riding.

(2)—What is the advantage of castor oil as a motorcycle lubricant?

New York, N. Y. Z. J.

Answer

(1)—This combination is not suitable for use in the Scout transmission (primary drive). Use Mobiloil A until freezing weather is encountered. No medium oil should be used on an Indian, except that recommended by the Hendee Mfg. Co., usually a special brand.

(2)—Castor oil is of advantage only on racing machines, when used alone. It does no particular good in mixtures with mineral oil for ordinary touring and may leave a gummy deposit which is unpleasant to get rid of when motor is overhauled. Impure castor oil hastens deposit in the cylinders and results in more frequent overhauling. There are several good mineral oils on the market suitable for the Indian Scout; your dealer can recommend a brand.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Go Slow Through Franklin, Pa.

Our scout reports that no more eggs and bacon will be served at the Franklin, Pa., jail. If you must have this popular combination for breakfast carry plenty of jack with you or do a "slow movie" ride through this town.

A Modern Proverb

When picnicking remember that the way of the trespasser is hard.

Whadidja Put Out for Gas?

This season's gas output breaks all records, so does our output for gas.

Never!—If My Gas Holds Out!

A speed cop who plays in the Milwaukee Police Band delights in playing that sob sonnet, entitled "When Shall We Meet Again?"

At Our Names Club

R. R. Dinner and Frank Disch can always beefound in the dining room.

E. C. Brisco and John W. Henry frequent the club garage.

Jake Lima and A. Le Bean got a good offer from Boston the other day.

Ambrose M. Starr and Bill Sunlight are hanging out at the club night and day—respectively.

The Headlight Fondled the Taillight

The veteran motorcyclist was taking the tenderfoot over a mountain road in his sidecar. The tenderfoot was not enjoying the scenes lying thousands of feet below him on the narrow winding road. After rounding a sharp turn he turned pale and queried the pilot.

"Say," he asked, "do we draw any more turns like that?"

"Yeh," answered the fearless steersman as he fed her a little more gas, "we're coming to one where the front tire will rub the rear one."

Solid Advice

A bicyclist was riding along when a sudden gust of wind relieved him of his hat. A farmer picked it up and brought it to the cyclist while he was turning around.

"Oh, dear! I really must have sister put a ribbon on this hat so that I can tie it around my chin," said he, accepting the hat without a word of thanks.

"Better use a nail, feller," said the yokel.

All roads lead to jail if you drive fast enough.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

EAST Side, West Side, all around the town, the boys and girls WERE voting —to put prohibition down.

* * *

Dan Cupid has copped another ankler. Word has been received from Revere Beach, Mass., via Chicago, that Hugh McPartland, the Boston sprinter, copped himself a wife about two weeks ago.

* * *

Jimmy Hunter, pacemaker extraordinary and track manager very extraordinary around six-day races, says he is going to write a book on his experiences. The title of Jimmy's book will be "My Life on the Flat."

* * *

Chalk up another one for Dan Cupid. The kid with the arrows shot Ignatius Gronkowski, the Buffalo amateur, on Tuesday, October 31, and Iggy made it a real hallowe'en by getting married to Miss Helen Majchrzak, one of Buffalo's fair daughters. The bachelors are getting mighty scarce.

* * *

Two fans were watching the Chicago six-day race from the infield. One said: "I think the riders are a bunch of nuts to ride round and round like that." The other came back with this: "No, the riders are not nuts, but we are for paying $1.10 to stand on one leg like a stork to see them ride." The last bird wins.

* * *

Oscar Egg postcards Johnny Chapman, manager of the New York six-day race that when he comes over to ride the Madison Square Garden race in December that he would like to ride with either Alfred Goullet, Ray Eaton, Alfred Grenda or Alec McBeath. Oscar did not overlook a thing when he gave Chapman that list.

* * *

The great secret of Joe Kopsky's strength is out. Could not keep that from the public very long, but it took Worth Mitten, the Davenporter, to find it out and "Mitt" discovered it at the Chicago six-day race. The secret is this: Joe eats a head of lettuce three times a day and says that there is more strength in a head of lettuce than there is in two pounds of beef. Orders will probably go in for a few barrels of lettuce for the Madison Square Garden race.

* * *

From all reports received from the Windy City the six-day race that ended there last Saturday night was a financial success. Another race is due to be run there in February. Alfred Goullet was teamed with Ernest Kockler, the Chicago rider, and by great riding on the part of Goullet the team carried away the first prize. Goullet was supposed to be covering the race for a Newark paper, but he must have been so busy that he had to throw his typewriter away and send no stories. Carting a typewriter and a bicycle rider through the race was SOME job, I'll say.

* * *

Al Everard, of the Century Road Club Association, writes in as follows: "Note in your Bell Lap of last week that the Century Road Club Association reports Inter-City record from Jersey City to Philadelphia in the record time of 6 hours and 45 minutes. The official holder of this record is Edward Perry, of our club, who made the record on September 4, 1921, as Al DelVechio and myself paced him all the way and in all, with stopping time, the distance from City Hall, Jersey City, to City Hall, Philadelphia, was ridden in 5 hours and 30 minutes, he winning the Yorke trophy for same." Willard Knecht is the rider Everard refers to, but as near as I can understand Knecht rode the distance unpaced. If he did that he is certain to be credited with the unpaced record. Perry should get the paced record between the two cities.

* * *

When Worth Mitten started overland to the Chicago six-day race with nine young racing cyclists, the trip was made for the purpose of putting the riders in condition for the Windy City "grind." Most of his nine charges came through in fine shape. Willie Grimm and Sam Gastman finished the race. Fred Spencer went to within a half-hour of the finish, tire trouble being the cause of his retiring, it is claimed. Anthony Beckman went to the sprinting time in the last hour. Bobby Walthour, Jr., went five days and Felix Patti, who "pinched hit" for the management when Piani did not start, went almost through the race. Larry Gaffney, finished fifth with Corry. Charley Jaeger had to quit on account of injuries. Tom Bello went up to the last hour. A creditable record was made by the youngsters, which shows the old timers had better watch to their laurels.

* * *

There have been brother teams started in six-day races in the past, but I cannot recall where a father and son started one, as the father generally got wise to himself about the time the kid quit training on a kiddie kar, but Bobby Walthour, Sr., wants to ride the coming race at Madison Square Garden with Bobby Walthour, Jr. The old boy landed back from Europe last week after racing abroad for about three years and says he wants to get in on the Madison Square Garden race with his son, who just competed in the Chicago race. That might lend a little publicity to the race even though they would not be with the boys after a day or so. Walthour, Senior, says that he raced in Austria and Hungary and by competing in a flock of races, ten or eleven, he amassed a fortune of 11,000,000 Austrian crowns, but that it cost 10,000,000 crowns to buy his ticket to America. Bobby, Sr., also spilled the info that he had copped himself another wife. Mrs. Bobby No. 2, he says, is an American-born girl whom he met in France.

* * *

Bob Spears, the Australian sprinter, added another classic race to his list at the Velodrome Buffalo, Paris, Sunday, October 22, when he won the Grand Prize of Buffalo, a race that has been run from the time the last Velodrome Buffalo was opened in Neuilly-sur-Seine, just outside of Paris. Bourotte won the first race in 1902 and among the winners were Thorwald Ellegaard, four times; Frank Kramer, once; Gabriel Poulain, France, Van den Born, Belgium, Emil Friol, Leon Hourlier, Victor Dupre, all of France, Dupre scoring two wins. After the destruction of the track in 1915 the race was not run until the opening of the new track in the city. The semi-finals of the race on October 22 were won by Spears, who beat Joe Van Bever, Belgium, and Duclair, France; Lucien Louet, France, who beat Ernest Kaufmann, Swiss, and Peter Moeskops, world's champion, and Maurice Schilles, France, who won over Alois Degraeve, Belgium, and Bill Bailey, England. The final was run in three heats. Schilles beat Spears and Louet in the first, but Bob came back and won the second and third, Schilles getting second each time. In a race for second men in the semi-finals Degraeve beat Kaufmann and Van Bever, while in the race for third men in the semis Bailey beat Duclair and Moeskops. In a mixed match the same day Oscar Egg, Swiss; Peter Van Kempen, Holland, and Claus Van Nek, Holland, met. Egg won the first heat, a sprint affair, from Van Kampen and Van Nek. The second heat was a 30-kilometer (18.6 miles) tandem-paced event. Van Kempen won, Egg and Van Nek coming together and falling when Van Nek "balanced" Egg, which meant that he hooked him and hooked him well. Egg and Van Nek then started to fight each other, but the "bout" was stopped before any great damage was done.

* * *

Bob Spears, the lanky Australian, plans to leave for Australia from France on November 17 and will spend about three months in his native land before returning to France to race again next year. Spears, along with Bill Bailey, the English sprinter, and Caesar Moretti, the Italian, have been suspended indefinitely. The trio got into a jam over money matters connected with the ill-fated world's championships at Liverpool, England, which had to be postponed on account of rain, the races being finished in Paris a month or so later. The notice of their suspension from the National Cyclists' Union, the Enligsh body, reads as follows: The racers, W. J. Bailey, England; R. Spears, England, and C. Moretti, Italy, are suspended from October 16 until further notice by the National Cyclists' Union until they have returned sums of money that were overpaid them at the last championship of the world, sums which they should have returned, and they have not yet done so." There seems to be a mystery over the suspension. When the championships were abandoned by the English promoters the tracks in Paris bid for the title races, the Parc des Princes Velodrome finally running the races, the latter track to credit the English promoters with a share of the gate to help the latter recoup some of the losses incurred by them when the races in Liverpool flunked. The riders, however, were free lances after the title races were off at the English track and they were at liberty to sign to ride the races at the Parisian track according to what financial arrangements they could make with the Paris promoters. The Paris track promoters debited the English body with various sums, saying that the money was recoverable from the riders. The action of the English body has certainly caused an uproar and the English body has been accused of slipping over the suspension without giving the riders a hearing and asking the riders to repay money without giving any reason for it.

Empire City Wheelmen on Tour

THE Empire City Wheelmen, of Brooklyn, enjoyed their annual trip to Newburgh, N. Y., October 28 and 29. As seriously as they ride their races they also enjoy pleasure trips. The start for Newburgh was made by all hands meeting at the foot of Franklin Street at 4 p. m., Saturday, to embark for the boat ride up the Hudson River. Just as soon as all bicycles were put aboard the boat the boys resorted to that sociable game of "African golf" on the upper deck, which soon had its ending by the captain. It was quite evident that the boys showed lack of sociability for this pastime. This game abandoned, and still a long journey ahead on the boat, someone produced a deck of cards and a game of poker was next on tap, which lasted without further interference until the destination was reached. While engaged in playing cards, an author of some periodical, with paper and pencil, was seen sketching some of the players for his kind of work. He produced a picture he had sketched of one William Napier as one of his subjects and seemed rather pleased with his work.

After a few hours ride up the Hudson, Newburgh was reached at 8 p. m. Arriving in Newburgh, the boys set sail for the Eusack House, formerly the U. S. Hotel, where they washed and cleaned up and made haste for the nearest restaurant, where a hearty and long awaited meal was enjoyed by all, after which a tour of the town was under way. Arriving back at the hotel at 10 o'clock, the boys were ready for a good rest to prepare for the trip home in the morning via bicycles and coaster brakes over the hills and country road. The contingent, composed of the old timers, H. R. Brown, Jr., A. O. Lake, Bill Taylor, William Van den Dries and the "Traffic Copper" John Rom, left New York via auto earlier in the day and reported their arrival at midnight, arousing some of the tired riders when they arrived. Although the day appeared to be dry and clear to the riders, it seemed rather wet and stormy for the tourists, especially the "Copper," who acted as guardian.

Breakfast was on tap for 8 a. m., and the start for home was under way at 9 a. m., Sunday. Before making for the restaurant, the boys were met by another gang of tourists, Tom Kennedy and the Becht boys, who had traveled all morning from Lincoln Park, N. J., to see the boys off from Newburgh. Leaving Newburgh on time, the main roads were hit for the trip home via the Jersey side of the Hudson. The first stop after a mile-coast down hill was Cornwall. Arriving there the boys decided to eliminate the climb up Storm King Mountain, which is a hard plug of an hour, and all hands favored the ride on the newly opened road around Storm King, which takes one into West Point. This new road was a time saver of fully two hours, and West Point was made at 10:30 a. m. Owing to a detour a little beyond West Point, and after a hard climb up-grade for miles, the boys found themselves back at the starting point or at the foot of Storm King Mountain and, much to their sorrow and realizing their expended efforts in climbing, all hands decided to get the victim for this poor piece of guidance. What we had gained in time we lost by a misjudged detour. No one could be blamed, and the ride for Haverstraw, which was to be our next stop, was under way. After traveling up and down-hill for a few miles, another detour was met. This time the boys halted and made sure the detour was a good one. Getting the necessary information from the different motorists as to roads, they started a second detour which was to bring them into Bear Mountain. The detour was a rough one, with plenty of hills both up and down, but did not last long. Going out on the main road again, it was found that they were missing a couple of stragglers. P. Pesch, A. Muller and the old boy William Napier, who decided to make the trip minus a coaster brake and an 84 gear. After a wait of half an hour the stragglers showed up and the trip was resumed again. It was here that B. King left the crowd, perhaps disgusted with the hills. This found them near lunch time and a few hungry stomachs were in evidence. The hills were getting harder between Highland Falls and Fort Montgomery, and the stragglers again were holding up the trip. This time it was Napier and Arthur Muller. After a wait of twenty minutes at Fort Montgomery and the snapping of a few pictures, the ride was again resumed. Our next stop found us in Stony Point, after some stiff up-grade riding. The stop was necessary for John Olafson, who punctured. With Haverstraw still a good many miles away and the hungry ones complaining, it was decided to make it without any further stops. All agreed, and Haverstraw was made at 2 p. m. by the first bunch and 2:15 by the next bunch. On our arrival we met the automobile tourists and another member of the club, Mr. B. A. Walsh, who had journeyed up by train to meet the boys and ride home with them. On examining the bicycles after some of the rough going, it was found that R. A. Rom's fork had a crack in it, but did not seem a serious affair, so it was decided to repair it with wire to hold it and prevent it from further spreading.

After a good meal at the restaurant, which was some meal, for the boys sure were hungry, the start for the main road was on again, leaving at 3:15 The boys in the auto left us flat here, stating we were too slow. We had hardly gone five miles when our troubles commenced. Phil Eiler blew a tire, which necessitated a stop of twenty minutes. This repaired and before traveling another few miles, it was found that John Riley had a flat tire. On examination, nothing could be found and the ride was on again. Some of the boys at this stage were getting hungry, and a stop along the road was made for coffee and crackers. Darkness was soon approaching and traffic was getting heavier, but our troubles were still with us. P. Pesch was the next puncture victim with J. Riley at last locating his trouble a little outside of Nyack. The ride had hardly resumed when Napier punctured, necessitating a little more delay around Piermont. After this trouble the ride was on again for the 42nd Street Ferry as our next objective. The ride, after encountering some heavy traffic and some darkened roads, halted again just before Englewood was reached when R. Rom's fork went for the repair shop. The bicycle was lightened as much as possible and changes made for the rider's position, but to no avail. It was then decided to take the wheel apart and have the rider journey home via bus and train. Leaving Englewood at 7 p. m., the boys made for the 42nd Street Ferry. While awaiting a bus at Englewood, the role of a Good Sa-

Paul Suter, the Swiss, who is the best among his countrymen following the motors

maritan was taken up by a club member, P. Seward, who had been touring New Jersey with his family. He gave the stricken rider a lift all the way in to Brooklyn and saved the trip of another big delay. Seward's car arrived just in time to meet the boys boarding the Ferry for 42nd Street. Disembarking on the New York side, the boys rode down as far as the Manhattan Bridge over into Brooklyn, and there ended another splendid Newburgh Trip which, it was said, was the most enjoyable one yet run by the club even though hard luck pursued them.

The day was an ideal one, and the scenery along the roads was most beautiful. Following is a list of those that made the trip with their equipment, etc.:

	Wheel	Brake	Gear
P. Becht	Chater Lea	Atherton	65
H. Avon	New England	Musselman	84
P. Eiler	New England	Musselman	77
A. Muller	Pierce	Musselman	77
L. Muller	Excelsior	Musselman	77
W. Napier	B. S. A	None	84
J. Olafson	Durrkopf	Musselman	81
P. Pesch	Columbia	Musselman	77
J. Riley	B. S. A	New Departure	77
B. A. Walsh	Columbia	New Departure	84
R. A. Rom	Syracuse	Musselman	68
B. King	Pierce	Musselman	84

All rode Armstrong Palmer tires.

DIVIDE BUFFALO HONORS

ELMER BUNDT and Allie Wahl divided the stellar honors at the bicycle races run at the 106th Field Artillery Armory, Buffalo, Friday night, November 3. Bundt won the miss-and-out race at a mile, was tied for second in the mile and a half point race and was eliminated from the handicap by a spill. Wahl won the 1½-mile race and Carl Smith, 15 yards, won the 1½-mile handicap.

The miss-and-out race at a mile was by far the best on the card and was won handily by Elmer Bundt, who showed plainly that his schooling at Newark has helped greatly, he was never farther back than third place during the race. The elimination process started after the second lap and Pete Rott was the first to be dropped followed by Joe Muehlbauer, Wahl, Smith and Seligman leaving Bundt, Shoemaker, Miller and Bourne to fight it out in the order named in 2:17. Bundt fell in his heat of the handicap when he was certain to qualify. Seligman won his heat from scratch, but rode poorly in the final and was unplaced. Carl Smith, 15 yards, won; Leo Ciaciuch, 40 yards, was second; Pete Rott, 30 yards, third, and Wm. Krushel was fourth from 45 yards.

The next set of games are at the 174th Armory, Saturday, November 18. The events for the riders are a mile novice, a mile open and a tug mile special event to be announced later.

Summaries:

Mile-and-a-Half Point Race—Won by Allie Wahl, 35 points; second, tie between Fred G. Seligman and Elmer Bundt, 34 points; fourth, Carl Smith, 30 points; fifth, P. C. Rott, 8 points. Time, 3:22.

One-Mile Miss-and-Out — Won by Elmer Bundt; second, W. H. Shoemaker; third, Al Miller; third, Earle Bourne. Time, 2:17.

Milo-and-a-Half Handicap — Won by Carl Smith, 15 yards; second, L. H. Ciaciuch, 40 yards; third, P. C. Rott, 30 yards; fourth, W. M. Krushel, 45 yards. Time, 3:35 1-5.

STEVE O'CONNOR IS FAST

A 22-MILE road race was run at San Jose, Cal., on October 29, under the auspices of the Garden City Wheelmen. The distance was nearer to 23 miles, however. The New Century Wheelmen, of San Francisco, were to have competed, but only two men turned out; Steve O'Connor, fresh from competing in the national championship, and his running mate, N. Hill. O'Connor made first time and second place, traveling the distance in 56 minutes and 31 seconds. Norman Hill made it in 56 minutes and 32 seconds. O'Connor rode from scratch. W. Lange, of the Garden City Wheelmen, with a six minutes' handicap, beat O'Connor by about two seconds.

If sufficient interest can be aroused, there will be a 50-mile road race, San Jose to Gilroy and back, under the auspices of the Garden City Wheelmen.

HARE AND HOUND CHASE

On November 30, Thanksgiving Day, a hare and hound chase will be held by the bicycle dealers of Toledo, O. Two classes, one for juniors up to 15 years of age, and one for seniors, 16 and over, are opened to the local boys. A good list of prizes are offered for each class.

FRANKFORT HAS BUSY WEEK

THE Cycle Sales and Service Co., of West Frankfort, Ill., recently had quite an active week in an endeavor to boost sales which have not yet returned to normal on account of the coal strikes and the "hang-over" from the rail strike. A Community Fair was held there on October 19, 20 and 21. The company had a display of Indian bicycles and motorcycles, Rex bicycles and Cleveland motorcycles. A Scout cut-a-way motor attracted a lot of attention. The second day of the fair the business men staged a parade. The company had a boy on a bike with a big sign, "Ride a Bicycle" and a fellow on an Indian Chief motorcycle dressed up like an Indian, and had other decorated wheels and motorcycles in the line as well. The bystanders said the company's stuff was the most interesting of all. On Saturday they put on some cycle races on a quarter-mile cinder track and had a lot of fun, and stirred up a lot of enthusiasm.

In the five-mile boys' race Jesse Burkett won the gold watch put up by New Departure as first prize. Junior Grandsart finished second and Remmel Coleman third. The 10-mile for racing wheels was a fast race considering the condition of the track. Armour Mission, a young Belgian, took first in 29 minutes flat. George Pistole was second, and Clement Grandsart third. Misson also won the miss-and-out race, Pistole second and Buck Kelley third. Misson is a promising rider and as he also won the races at the recent Williamson County Fair, he may properly be called the champion of Southern Illinois. A good crowd attended the races and seemed to enjoy them immensely. The winners in each race rode Indian bicycles, which coupled with other good advertising, has made Indian quality an established fact locally. By tying up with the Community Fair the company got a lot of free publicity in the local papers. Bicycle sales took a jump lately, although motorcycles are not moving very fast now.

Some of the decorated mounts in the para de held at West Frankfort, Ill., when the Cycle Sales and Service Co. put over a demonstration and a card of races during the Community Fair.

ADMIRAL SIMMS ORDERS NEW BIKE

THE Westfield Manufacturing Company received a letter from the Commissary department, Naval Training Station, Newport, R. I., ordering a Tribune Bicycle, Model A-28, for Admiral Simms, U. S. N., just before the recent retirement of the admiral. An abstract from the letter is as follows: "As this bicycle is ordered for Admiral Simms, U. S. N., and he is to retire from active service in the Navy about the fifteenth, an early shipment would be appreciated."

Fred St. Onge at Waterbury, Conn.—Top left, some of the bicycle parade prize winners. Right, the Templeton Hardware Co. float. Below, left, some of the boosters (left to right), H. P. Fanning, John Lang, Mrs. L. A. T. Peterson, Mrs. John Lang, Michael Cortigiano, Louis Leopold, L. A. T. Peterson. Inset in center, Helen Lang and Clayton Lillibridge.

Waterbury, Conn., a Cycling City

OCTOBER 28 was the day set for the winding up of the first year of Fred St. Onge as a representative of the C. T. A. The year's work finished up just as strong as it started last November in Nashville, Tenn., but Fred has another week to do yet on account of postponing the Bridgeport date made necessary by the big Yale-Army game last Saturday. So St. Onge was in Bridgeport, where the Post was putting on a big affair for Saturday, November 4.

But to get back to Waterbury, St. Onge hit there unannounced early in the week, knowing about what to expect from the newspapers. What looked rather gloomy at first turned out to an enthusiastic reception from dealers and press as well, and as for having a bicycle parade, well, there was one and a good one, too, and with all the trimmings and lots of enthusiasm, especially from the dealers' end.

After working with the dealers, who co-operated nicely on some paid advertising, St. Onge got to the papers to the tune of considerable space free. The "Waterbury Republican" and the "American" are not given to supporting cycling, or anything else for that matter, unless they can see about twice the amount in coin of the realm. Cycling has long been recognized as a great outdoor sport, and as such is entitled to some consideration when it comes to news items. This is where St. Onge shines; he creates news for the papers, stimulates interest in cycling which many dealers could do if they would only get out from under and go after things. And all of the above is the reason for putting Waterbury on the cycling map. As for the dealers, they certainly enthused over the boosting the wheel got, and they have all agreed to go after business for the coming season.

The parade on Saturday brought out 150 riders with a sprinkling of girls and some finely decorated bicycles. Mr. and Mrs. John Lang, Harley-Davidson dealers; Mr. and Mrs. L. A. T. Petersen, Indian dealers; Michael Cortiagano, Ace dealer, and Louis Leopold, bicycle dealer, were among the riders, while the Templeton's Hardware Co. had a representative with a great float. Archie T. Jones Co. had several riders, and "Bob" Miller, one of the best motorcycle riders hereabouts, did some nice work in conjunction with the police on motorcycles patrolling the route of the parade.

Hamilton Park was the scene of the riding demonstration by St. Onge on the tennis courts, courtesy of George C. Walker, of the recreation board. About 350 people assembled for the carnival of fun. Helen Lang, as the bride, and Clayton Lillibridge, as the groom, were the hit of the show in the comic division; they resembled an old-fashioned tintype in their make-ups, signs on their bicycles marked "We're just married," and the tin cans trailing along behind gave the picture a realistic setting.

Francis Rouillard probably was the happiest boy in Waterbury Saturday night; this youngster was mounted on a solid tire safety bicycle. Francis is just six years old and, for his good riding, the dealers got together and drew blanks to see which one would have the honor of giving the kid a brand new wheel. Louis Leopold was elected and accepted the nomination amid cheers.

All the dealers were enthusiastic over the work done by the C. T. A. man and agreed to go after business with renewed pep. Already some very fine orders have been closed for the coming year and some cycling activity can be looked for in Waterbury. Pat Fanning, of the Morrow Co., helped to distribute souvenirs furnished by Morrow and New Departure companies.

Goullet *and* Kockler Win *at* Chicago

Newark-Chicago Combination Capture Long Race Through Wonder Riding of Goullet —Coburn and Lands Take Second and Hanley and Thomas Third—Race a Success

ALFRED GOULLET, the wonder six-day rider, and his partner, Ernest "Hyo" Kockler, the Chicago lad, won the six-day race that ended at the Chicago Coliseum, Saturday night, November 4. Goullet, as usual, rode in brilliant style and out of the 23 sprints held during the final hour of the race the blond flyer captured nine of them. During the week of racing, in which the riders engaged in over 200 sprints for points, the Goullet and Kockler team scored a total of 993 points, over 500 more points than the second team of Coburn and Lands, who won last year's Chicago race, they scoring 490 points.

Third honors in the race went to Lloyd Thomas and Willie Hanley, former coast riders, but both residents of Newark, N. J. Hanley and Thomas scored 470 points. Harry Horan and Tommy Fitzsimmons finished fourth with 166 points. These four teams were a lap ahead of the field, laps being gained at various times during the week with Goullet and Kockler getting the first and the others following later.

The race was decided on the point system with a series of sprints three times a day. In the sprints early in the week the points for the first four riders were six, four, two and one. Saturday morning and afternoon the firsts counted 12, the other positions remaining the same. During the last hour 23 sprints were run with first and second division teams finishing in the last hour.

One lap back of first four teams were four other teams and they finished as follows: Fifth, Alfred Grenda and Carl Stockholm, 400 points; sixth, Frank Corry and Larry Gaffney, 379 points; seventh, Sam Gastman and Willie Grimm, 136 points. Eddie Madden and Fred Spencer withdrew from the race at a half-hour to go saying they did not have any more tires left. The leaders covered 2,500 miles.

Goullet and Kockler received a wonderful ovation after the race. The winning pair did a tour of honor and the crowded Coliseum gave them a great hand. During the last hour of sprinting Goullet took nine of the 23 sprints. The looked for "jam" in the final hour failed to materialize. Coburn and Lands were expected to do something sensational in the last hour, working on Kockler as the weak brother on the Goullet and Kockler team. Kockler, however, showed great form in the last hour and whenever a rider would hop away he chased them and caught them. Gastman, Corry, Grimm and Thomas, as well as Coburn, tried to get away, but there was no getting away from the Goullet and Kockler team.

HOW THEY FINISHED

Pos.	Team	Pts.
1	Goullet-Kockler	993
2	Coburn-Lands	490
3	Hanley-Thomas	470
4	Fitzsimmons-Horan	166
	One Lap Back	
5	Grenda-Stockholm	400
6	Corry-Gaffney	379
7	Gastman-Grimm	136

The increased points in the sprints started with the Saturday morning dashes. The winners were credited with 12 points, but the other positions remained the same, second man getting four; third, 2, and fourth, 1. Goullet won five of the increased point dashes; Lands, won one; Spencer, one; Corry, one; Kockler, one, and Verraes, one. This brought up Goullet and Kockler to 291 points. Coburn and Lands had 212; Hanley and Thomas, 184, and Horan and Fitzsimmons, 73. Corry and Gafney led the second division one lap back with 277 points; Madden and Spencer, 260; Grenda and Stockholm, 198; Verraes and Eyckmans, 154; Gastman and Grimm, 116. Drobach and Beckman had 71; Bello and Kopsky, 84, and Patti and Oliveri, 35, the three being three laps back.

The order of finish in each of the Saturday morning sprints follows:

Sprint
1—Goullet, Madden, Grenda, Gaffney.
2—Lands, Horan, Corry, Kockler.
3—Goullet, Madden, Gaffney, Oliveri.
4—Spencer, Kockler, Gastman, Lands.
5—Goullot, Madden, Coburn, Grimm.
6—Corry, Thomas, Lands, Kockler.
7—Goullet, Madden, Gaffney, Hanley.
8—Verraes, Kopsky, Corry, Stockholm.
9—Goullet, Madden, Gaffney, Hanley.
10—Kockler, Horan, Stockholm, Thomas.

Alfred Goullet, whose wonderful riding made victory possible for his team in the Chicago race

The order of finish of the Friday afternoon sprints follow:

Sprint
1—Stockholm, Thomas, Drobach, Gastman.
2—Coburn, Grenda, Hanley, Goullet.
3—Spencer, Thomas, Stockholm, Gastman.
4—Goullett, Madden, Hanley, Coburn.
5—Kockler, Thomas, Stockholm, Drobach.
6—Grenda, Hanley, Horan, Coburn.
7—Corry, Stockholm, Lands, Drobach.
8—Madden, Horan, Goullet, Grenda.
9—Lands, Corry, Drobach, Gastman.
10—Goullet, Hanley, Madden, Coburn.

The points standing following the above sprints follows: Goullet and Kockler, 330; Coburn and Lands, 241; Thomas and Hanley, 208; Horan and Fitzsimmons, 79; one lap back; Corry and Gaffney, 293; Madden and Spencer, 290; Grenda and Stockholm, 235; Gastman and Grim, 119; three laps back, Kopsky and Bello, 84; Drobach and Beckman, 77.

The order of finish in each of the 23 sprints contested during the final hour follows:

Sprint
1—Goullet, Hanley, Lands, Horan.
2—Madden, Coburn, Gaffney, Thomas.
3—Goullet, Hanley, Corry, Horan.
4—Madden, Thomas, Stockholm, Coburn.
5—Hanley, Lands, Corry, Gastman.
6—Madden, Stockholm, Thomas, Kockler.
7—Goullet, Gastman, Hanley, Horan.
8—Coburn, Kockler, Stockholm, Thomas.
9—Goullet, Lands, Hanley, Horan.
10—Madden, Thomas, Coburn, Stockholm.
11—Gaffney, Gastman, Goullet, Hanley.
12—Stockholm, Grimm, Thomas, Fitzsimmons.
13—Grenda, Hanley, Gaffney, Goullet.
14—Coburn, Thomas, Fitzsimmons, Kockler.
15—Goullet, Gaffney, Lands, Horan.
16—Coburn, Stockholm, Fitzsimmons, Thomas.
17—Goullet, Grenda, Hanley, Horan.
18—Horan, Kockler, Coburn, Stockholm.
19—Thomas, Gastman, Kockler, Stockholm.
20—Goullet, Lands, Thomas, Gaffney.
21—Hanley, Horan, Coburn, Stockholm.
22—Goullet, Lands, Thomas, Gaffney.
23—Goullet, Hanley, Coburn, Stockholm.

How Riders Sprinted

During the Chicago race there were 203 sprints contested. Ten were run Sunday, 30 on Monday, Tuesday, Wednesday, Thursday and Friday, and 43 on Saturday, 23 of the Saturday's sprints being held in the last hour. The number of firsts, seconds, thirds and fourths scored by each rider follows :

Rider:	1st	2d	3d	4th
Goullet	34	10	13	11
Kockler	6	3	2	8
Coburn	6	10	23	8

Lands	10	13	12	10
Hanley	7	12	13	19
Thomas	4	15	16	14
Horan	3	10	9	13
Fitzsimmons	0	1	3	8
Grenda	15	6	9	10
Stockholm	6	12	9	12
Corry	14	20	20	8
Gaffney	3	10	13	17
Gastman	2	6	10	5
Grimm	7	6	4	5
Madden	12	17	12	8
Spencer	15	5	4	4
Drobach	3	4	6	5
Beckman	2	3	2	2
Bello	7	3	2	0
Kopsky	0	4	4	2
Patti	1	2	2	3
Oliveri	1	1	1	2
Hill	5	18	5	7
Walthour	9	4	5	11
Verraes	16	5	0	3
Eyckmans	13	1	3	2
Jaeger	0	0	0	1
Spiessens	2	1	1	2
Declerck	0	0	0	3
Mobeck	0	1	0	0

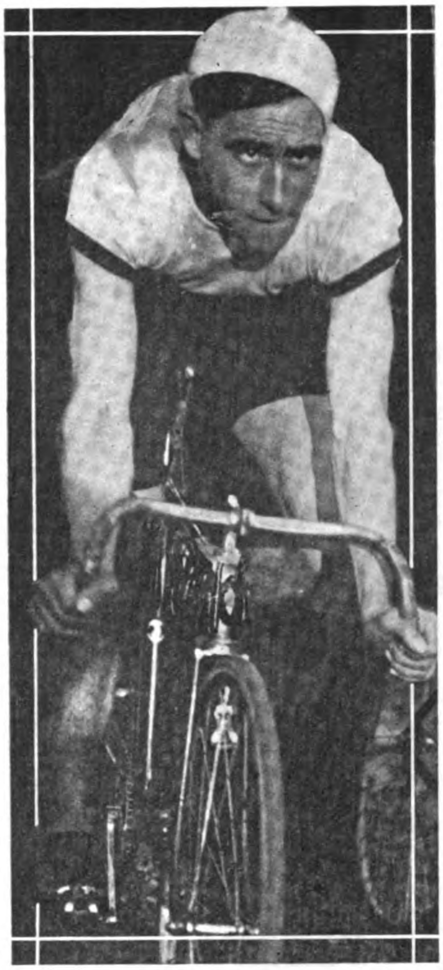
GOULLET STAR OF "JAM"

GOULLET and Kockler had lapped the field about Tuesday midnight after Peter Drobach had jumped away to give him and his partner, Anthony Beckman, a good lead. Beckman made his advantage almost a lap, but they tired and then Goullet and Kockler jumped away and it was so apparent that they would gain a lap that Referee Frank Kramer gave them a lap on account of the illegal pickups made by the other riders. Drobach started the "jam," but Goullet and his mate finished it and it was the best "jam" up to that time, lasting for fully 20 minutes.

In the ten sprints Wednesday morning Grenda won four; Bello, 1; Horan, 2; Coburn, 1; Corry, 1; and Hanley, 1. The standing after the Wednesday morning sprints showed Goullet and Kockler a lap ahead with 112 points. Corry and Gaffney had 128; Grenda and Stockholm, 115; Coburn and Lands, 101; Madden and Spencer, 91; Thomas and Hanley, 86; Verraes and Declerck, 83; Spiessens and Eyckmans, 65; Gastman and Grimm, 48; Horan and Fitzsimmons, 43; Kopsky and Bello, 35; two laps back, Walthour and Hill, 103; Beckman and Drobach, 23; and Patti and Oliver 3.

In the afternoon sprints of Wednesday Eyckmans won 2; Grenda, 2; Lands, 1; Grimm, 2; Goullet, 1; Knockler, 1, and Bello, 1. In the evening sprints Spiessens won 1; Eyckmans, 1; Grimm, 1; Grenda, 1; Spencer, 1; Corry, 2; Verraes, 1; Goullet, 1, and Madden, 1. The points standing after the evening sprints of Wednesday follows: Goullet and Kockler, 145; one lap back, Corry-Gaffney, 160; Grenda-Stockholm, 154; Coburn-Lands, 122; Madden-Spencer, 113; Thomas-Hanley, 106; Verraes-Declerek, 93; Eyckmans-Spiessens, 91; Gastman-Grimm, 71; Horan-Fitzsimmons, 55; Kopsky-Bello, 42; two laps back, Walthour-Hill, 116; Drobach-Beckman, 26; Patti-Oliveri, 3.

Nothing exciting happened during the afternoon sprints and the evening sprints were just as tame until the last sprint. With a mile to go Coburn jumped away for a half-lap lead, but Lands, as Coburn approached, went up the track and the two team mates collided and what appeared like a gain of a lap ended with the pair on the flat tangled together. At 10:45 Bello, Grenda, Hanley, Thomas and Kopsky fell into a heap, but none of them were injured. Horan, of the Horan-Fitzsimmons' team, jumped away at 10:45 and Eyckmans, of the Spiessens-Eyckmans' team, caught him. The two teams changed pace and succeeded in gaining a lap. The other teams made bad pickups and Referee Kramer ruled that the two teams be given a lap, which made them tie with Goullet and Kockler. In the jam the Kopsky-Bello and Verraes-Declerck teams lost a lap, putting them on even terms with Hill and Walthour. Patti and Oliveri lost two laps, making them three laps back.



Ernest "Hyo" Kockler, the Chicago lad, who was on the winning team in Chicago race

SPIESSENS PUT OUT

ALPHONSE SPIESSENS, the Belgian, was put out of the race on Thursday when he was injured in a spill during the contesting of the early morning sprints. Coburn started a "jam" and Spiessens was forced high and crashed into a box on the back stretch. He was removed to a hospital and it was feared he had suffered a fractured skull, but he left the hospital later in the day, having suffered nothing worse than a bad shaking up. Spiessens was first to fall and he crashed into the box and was thrown heavily. Oliveri and Eyckman, Spiessens' partner, also fell. Shortly after Fred Spencer hit almost the same spot as did the Belgian, but was only shaken up. Grenda, Kopsky, Grimm, Gaffney and Fitzsimmons also fell.

Falls or no falls the riders kept on going in spite of the fact that the bell was rung that stops the race. They kept on tearing and tearing and probably would have been going yet if there had been enough riders left to keep going. When they started to fall it seemed to become a habit. First Spiessens and Oliveri went down. Eyckman coming out to relieve Spiessens fell over them. In the next crash Kopsky and Fitzsimmons went down. Larry Gaffney decided they would have nothing on him, so he fell all by himself. Grimm, too, thought he had better get in while the getting was good and he crashed gamely. Lands took Gaffney down once more, making two downs for Larry and about three days to go. Young Spencer decided he had better get in the running—or falling—and thought he would make his first fall spectacular. He dove up to the fence on the turn, hit the rail and made a parabola (whatever that is) dive through the air to the concrete. Everybody admitted that he won the Brown Derby. The "jam" had to stop because there were no relief riders to come out. At 87 hours the leaders had covered 1,488.4 miles.

In the Thursday morning sprints Bello won two and Eyckmans, Walthour, Madden, Beckman, Goullet, Verraes, Lands and Thomas, one each. Lands won two in the afternoon; Spencer, two, and Hanley, Stockholm, Corry, Walthour, Verraes and Goullet, one each. Drobach Corry and Spencer won two at night; Walthour, Stockholm, Madden and Goullet, one each.

After the evening sprints a spectator put up $100 in "premes" for ten sprints, one every two miles. After the second sprint Horan and Gaffney jumped away and started the best "jam" of the race, the going lasting for 20 minutes. After it was finished three teams had lapped the field—Hanley and Thomas, Coburn and Lands and Horan and Fitzsimmons—making four teams tied for the lead, Goullet and Kockler having gained a lap earlier in the week. Verraes and Eyckman, who had formed a team after Spiessens was put out and Declerck was retired, also gained a lap, making them even with the second division. "Babe" Ruth, the home run king, came into the building just before the "jam" and after it was over put up $200 for ten sprints, $20 a mile. Grenda, Madden; Thomas and Lands, dead heat for the third, Walthour, Grimm, Verraes, Drobach, Madden, Hanley and Hill won Ruth's money in that order. In the "jam" Walthour and Hill and Bello and Kopsky lost another lap.

The standing following the Thursday night sprints follows: Goullet and Kockler, 171 points; Coburn and Lands, 161; Thomas and Hanley, 136; Horan and Fitzsimmons; one lap back, Corry and Gaffney, 212; Grenda and Stockholm, 178; Madden and Spencer, 168; Verraes and Eyckmans, 106; Gastman and Grimm, 96; three laps back, Walthour and Hill, 172; Drobach and Beckman, 61; Bello and Kopsky, 60; Patti and Oliveri, 4.

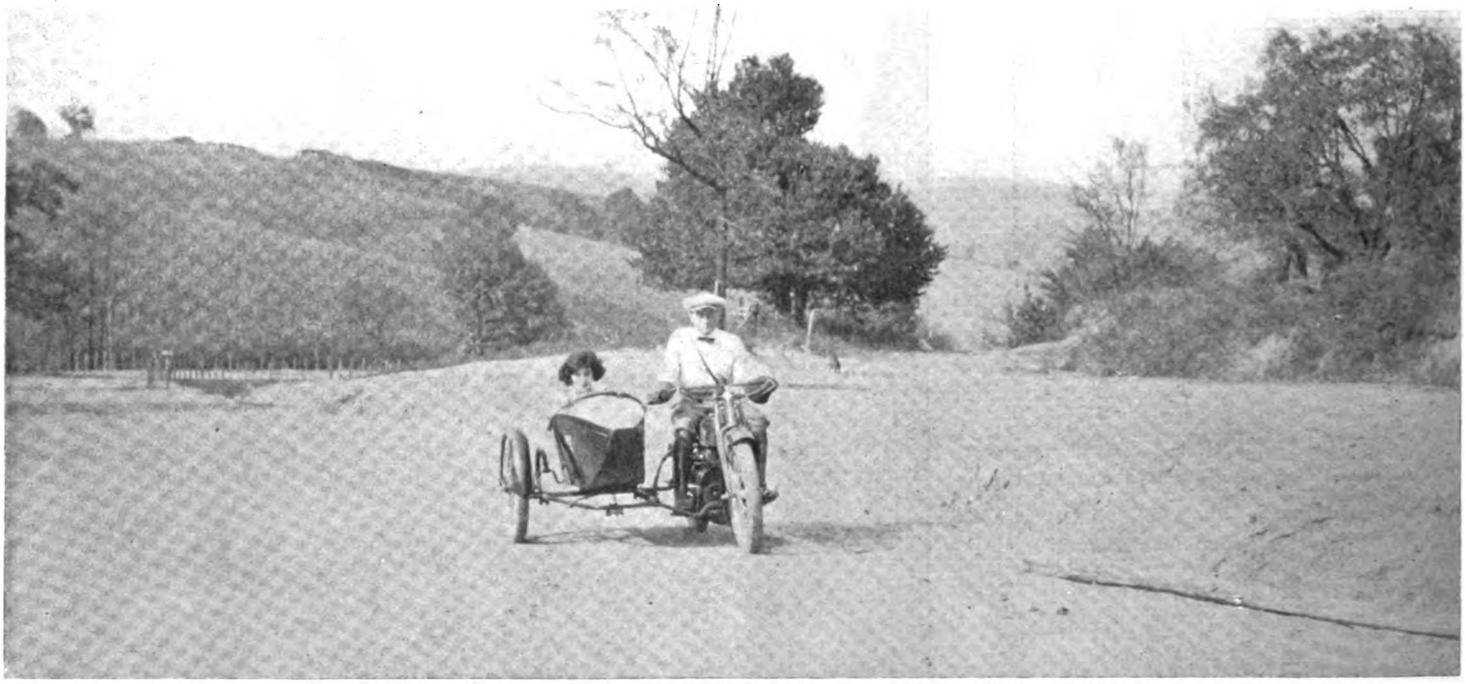
CORRY STARTS SOME TROUBLE

FROM "Babe" Ruth's sprints on Thursday until after the morning sprints of Friday little happened. At 4 a. m. Friday Corry made a good try for a lap, but failed. They had the riders tearing out of their bunks at that.

During the Friday morning sprints Gastman won one; Beckman, one; Petti, one; Goullet, two; Eyckmans, one; Madden, one; Grimm, one; Gaffney, one, and Walthour, one. In the afternoon sprints Walthour accounted for two; Hill, one; Oliveri, one; Lands, one; Goullet, one; Madden, one; Thomas, one, Hanley, one, and Bello, one. Spencer, Madden and Eyckmans each took two in the evening Verraes, one; Drobach, one; Goullet, one, and Thomas, one.

Fred Hill and Bobby Walthour withdrew from the race at 9.30 Friday night. While they might have continued they voted it a week and retired with everybody satisfied including Hill and Walthour.

The standing following the evening sprints of Friday was as follows: Goullet and Kockler, 213; Coburn and Lands, 195; Thomas and Hanley, 173; Horan and Fitzsimmons, 65; one lap back, Corry and Gaffney, 254; Madden and Spencer, 228; Grenda and Stockholm, 193; Verraes and Eyckmans, 142; Gastman and Grimm, 113; three laps back, Kopsky and Bello, 80; Drobach and Beckman, 71; Patti and Oliveri, 34.



A picturesque curve on the recently opened Mohichan highway in Ohio.

Concerning Unfortunate Orphans

By D. R. Hobart

IF you roll the highways of the Middle Atlantic and Prairie States long enough you will run across a few motorcycles whose frames seem to have been made from short lengths of stove pipe painted a howling orange color. And, maybe, others trimmed in baby blue with a pretty red "Y" on the tank, cooling ribs set cockeyed on each cylinder and a kind of tenor banjo construction alongside the rider's left ankle. Or, one or two with nickeled single-barreled power plants and tanks and leaf spring forks. When you meet them take a good look, for you are gazing at the leading "orphans" of the motorcycle industry.

Some Old Ones

The saffron outfits with the fat frame members are "Flying Merkel" machines. The baby-blue birds are the old pets of Jes Campbell and A. B. Coffman and had nothing to do with welfare associations; they are "Yales." The ones with the heaps of nickel plating are "M. M.," "Premier," "Haverford," or "Arrow," depending on the enamel, but they were all made in Brockton, Mass., years before flappers and factory travellers took to knickers.

The makers put good material into their machines or they would not have lasted this long. The "Flying Merkel" motorcycles were not made after 1915; the "Yale" after 1914, and the "M. M.," etc., not since 1915. Most all of these outfits ran nicely up to this year, but they have about lived their useful life now even with spare parts put in, for all metal loses its "life" after a while. And this means that the owner is very liable to have them give away under him, with unpleasant consequences.

Since the makers gave up building these motorcycles spare parts are relatively scarce and in some cases cannot be obtained at all. The manufacturers, even if they are still in the business making other goods besides motorcycles, naturally will not stock up with material which may never be saleable and so the big parts people like the one on Wabash avenue, Chicago, get what is left. If a part cannot be supplied it has to be manufactured at the expense of the rider.

"Orphan" machines sell for a song and that is one reason why some folks buy them. But it is poor economy to get a machine for $25 or $35 and then get stuck for lack of new parts or run the risk of injury by the failure of a frame or some other vital member. On the other hand, there are numbers of sound motorcycles of old models of well-known makes, like the Harley-Davidson, Reading-Standard, Excelsior and Indian, which have been rebuilt and for which parts can always be had from dealer or factory at moderate prices. The difference in prices between the "orphans" and the old models of well-known make is small and time payments can generally be arranged. And it's well worth the difference for the sake of the user's safety and his pocket-book.

Every "Orphan" a Loss

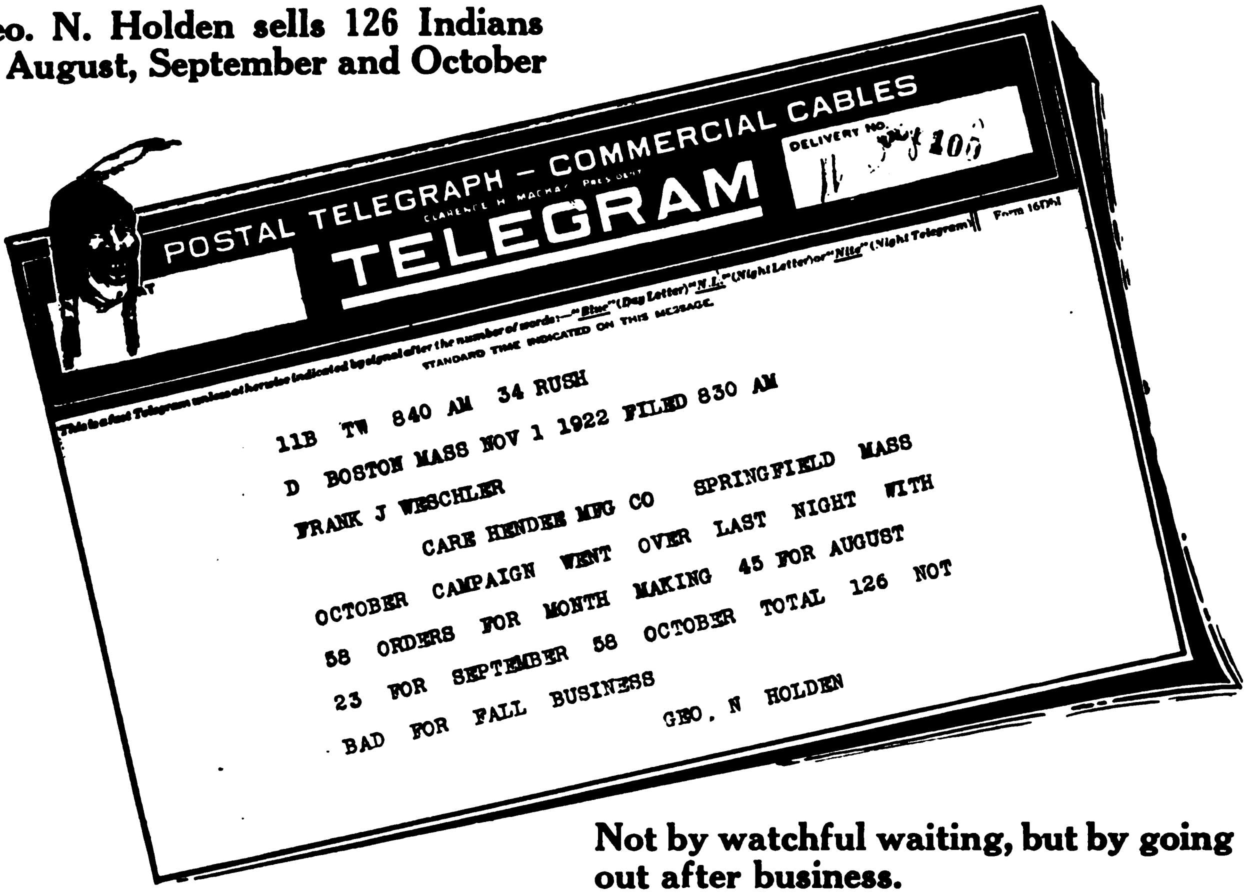
Every "orphan" motorcycle means a loss to the dealer and factory and sooner or later a loss to the sport through dissatisfaction or injury to the user. The sooner they reach the junk pile the better for all hands.

I am giving a list of "orphans" which prospective riders would do well to avoid:

Erie, Mitchell, M. M., Haverford, Crawford, Flying Merkel, Arrow, Pierce, Thor, Yale, New Era, Premier, Royal Tourist, Reliance, N. S. U., Orient, Rambler, Pope, Eagle, Black Hawk, Waverly, Jefferson, and A. B. C.

What an Indian Go-Getter Gets—

Geo. N. Holden sells 126 Indians in August, September and October



POSTAL TELEGRAPH – COMMERCIAL CABLES

CLARENCE H MACKAY PRESIDENT

TELEGRAM

DELIVERY NO.

This is a fast Telegram unless otherwise indicated by signal after the number of words:—"Blue" (Day Letter) "N.L." (Night Letter) or "Nite" (Night Telegram)

STANDARD TIME INDICATED ON THIS MESSAGE

11B TW 840 AM 34 RUSH
D BOSTON MASS NOV 1 1922 FILED 830 AM
FRANK J WESCHLER
CARE HENDEE MFG CO SPRINGFIELD MASS
OCTOBER CAMPAIGN WENT OVER LAST NIGHT WITH
58 ORDERS FOR MONTH MAKING 45 FOR AUGUST
23 FOR SEPTEMBER 58 OCTOBER TOTAL 126 NOT
BAD FOR FALL BUSINESS
GEO. N HOLDEN

Not by watchful waiting, but by going out after business.

Indian Gave Holden The confidence inspired by its wonderful selling points: Rockbottom prices, the very finest models ever for 1923 And—the Continental Guarantee Plan, which is the *best help in financing dealers' time sales that any manufacturer has ever given.*

But Holden Got His ***sales because he went after them.***

He worked a big mailing list continually, did consecutive newspaper advertising, solicited his old riders for prospects, had a salesman personally see every prospect—and he *used* the Continental Guarantee Plan.

Lots of our Go-Getter Dealers are doing likewise

HENDEE MANUFACTURING COMPANY, SPRINGFIELD, MASS.

Largest Motorcycle Manufacturer in the World

An Indian Sales Franchise **is too good a proposition to be passed by a live dealer.**
Write for full particulars.

N. H. W. WIND UP SERIES

West Hoboken, N. J.—The North Hudson Wheelmen held the sixth and final series of races in their club point race competition at Ridgefield Park, N. J., Sunday, November 5. Ernest Martinelli won the five-mile handicap from Charles Miller, Cooper and Heller. Martinelli, Miller and Cooper rode from the one-minute mark. They worked together in fine fashion and overhauled the 1:30 and two minute men at the four-mile mark. The back markers were but 500 yards behind the leaders at the four-mile mark and could have caught the leaders had they not lacked an ambitious or willing pacemaker.

The feature race, a one-mile open, was hotly contested, Rosenbohm, Stephano, Heinsburg, Conditi, Reisen and Charles Miller qualified in the heats and lined up for the final. With more than a quarter-mile to go Conditi set sail for the tape with Stephano, Heinsberg and Rosenbohm firmly tacked on. A 100 yards to go Stephano jumped the tiring Conditi and looked like the winner, but Heinsberg, who had clung to his wheel, had lots of reserve and easily went by to win by a wheel's length. Conditi managed to land third place and Rosenbohm accounted for the lone point. The two-mile unpaced went to Reisen in 5:25 2-5. Heinsberg placed second, and Rosenbohm and Cooper tied for third. Summaries:

One Mile Open—Won by Heinsberg; second, Stephano ;third, Conditi; fourth, Rosenbohm. Time, 3:28 3-5.

Two Mile Unpaced—Won by Reisen, 5:25 3-5; second, Heinsberg, 5:29 3-5; third, tie, Cooper and Rosenbohm, 5:35; fifth, Keller, 5:35 2-5; Costello, 5:50; seventh, Grashoff, 6:07 1-5.

Five Mile Handicap—Won by Martinelli, 1 minute, 12:55 2-5; second, C. Miller, 1 minute, 12:55 3-5; third, Cooper, 1 minute, 12:55 4-5; fourth, Heller, 1:30, 13:27; fifth, Grashoff, 1:30, 13:27 1-5; sixth, Guaschino, 2 minutes, 13:58; seventh, Ohnesberg, 2 minutes, 13:58 1-5; eighth, Conditi, 30 seconds, 12:32; ninth, Keller, 30 seconds, 12:32 1-5; tenth, Stephano, 30 seconds, 12:32 2-5; eleventh, Heinsberg, scratch, 12:18 2-5; twelfth, Rosenbohm, scratch, 12:18 3-5; thirteenth, Reisen, scratch, 12:18 4-5.

Final Point Score

Heinsberg, 38; Rosenbohm, 29½; Beckman, 28; Reisen, 19; Menzer, 15; Zelazo, 10; Martinelli, 10; Conditi, 9; Keller, 8; C. Miller, 8; A. Miller, 7; Cooper, 6½; Corino, 3; Stephano, 3; Costello, 2; Grashoff, 1; Heller, 1.

The four greatest point scorers will receive medals—first, 14 karat; second, 10 karat; third, sterling silver, and fourth, bronze. The competition was at all times keen among the leaders and due to improvement among the new members who gradually forced their way into the point column, the winners had to extend themselves in all events. Clean riding with everyone on his own was a marked feature of the competition.

C. R. C. A. RUN TEAM RACE

New York City—The Century Road Club Association held its annual inter-division two-hour team race on the Mosholu Parkway, Sunday, November 5. Though it threatened rain, it proved to be favorable for the racers, as there was very little wind, and, as the course was in very good condition, the boys were able to speed it up, especially on the 1/3-mile homestretch for the sprints. Of the 16 teams that faced the starter for the long race all were able to finish, with 14 teams securing points. Four sprints were held in the first hour—the ending of the 1/4, 1/2, 3/4 and 1 hour—and in the second hour sprints were held every two miles, the first six riders in each sprint scoring 7, 5, 4, 3, 2 and 1 point respectively. The winners of the first hour, hour-and-a-half and the last sprint scored 10 points in each.

Though the team of Bert Marquart and I. Savadkin proved to be too strong for the field, with the team of Harry Hoglander and J. Rahmsdorf second, the races proved to be very interesting and exciting to the large crowd of spectators. A fast pace was kept throughout the race, with several unsuccessful attempts made to steal a lap. As soon as the pack would begin to lag some favorite would jump the bunch and start a jam, to be loudly cheered by his friends and spectators. They rode 43 miles, just one mile short of the record of 44 miles. John Viana showed his gameness by finishing the last half hour and also the remaining sprints of the race alone when his partner was forced to quit.

The winners of the race are as follows: 1—B. Marquart and I. Savadkin, 85 points; 2—Harry Hoglander and J. Rahmsdorf, 53; 3—J. Viana and Henkin, 27; 3—J. Caldwell and Ready, 27; 4—Tilger and Westerholm, 26; 5—Borman and Fried, 23; 6—Haller and Wagner, 19; 7—William Canfield and Schad, 16; 8—W. Caldwell and H. Levy, 14; 10—J. Silver and R. Lesch, 14; 9—L. Grace and C. Garin, Jr., 11; 10—Werner and H. Bonifer, 10; 11—E. Umgetler and J. Moccio, 7; 11—L. Satler and Fink, 7.

E. C. W. WIND UP SERIES

Brooklyn, N. Y.—Sunday, November 5, the Empire City Wheelmen wound up their schedule of races on the Ocean Parkway course to determine the winners of the six silver loving cups that are annually put up by the club in the cup series races. The one-half and five-mile handicap races were the events staged. The one-half-mile race was the first event on the program, which required two heats, with six men in each qualifying for the final. B. W. King, riding from the scratch mark, rode home an easy winner, being followed by W. Henky, scratch; Lucas Muller, 15 yards; R. Rom, scratch; J. Riley, 35 yards, and Walter Heichel, 25 yards. The splitting up of points in this race made it again impossible to determine the different winners and it proved to be anybody's victory until the last race was run. Quite a few ties were created and the competition seemed very keen for the last race, the five-mile handicap. In the five-mile race with handicaps strung out as far as 1:30. John Rom, Brooklyn traffic cop, riding from the 45 seconds mark, rode home in front after a hard driving finish toward the tape, he being followed by Harold Messiner, 45 seconds. William Taylor, 45 seconds, finished third, while Vincent Linfante, 1:00; I. Scott, 1:15, and Alfred Wright, 1:00, placed fourth, fifth and sixth. The events over, quite a few ties were created, which necessitated the running of extra races to break up the ties. Lucas Muller, however, with a total of 14 points, loomed up as individual winner, with B. W. King, the only scratch man and last year's winner, totaling 11 points, came in for second honors. A tie for third place was created among Walter Heichel, the 15-year-old youngster and kid of the club; Harold Messiner, another youngster, and the grand old man of the club, William Napier, each rider having a total of ten points to his credit. The tie was ridden off in a one-mile race, with Walter Heichel winning rather easily, and Harold Messiner defeating the "old man" after a desperate ride toward the finish line. To determine sixth place, another tie had to be contested for between John Olafson and William Henky. Same was ridden off in a mile ride, with Olafson holding the upper hand when the finish line was reached.

Following is final results of points and winners of cups: First, Lucas Muller, 14; second, B. W. King, 11; third, Walter Heichel, 10; fourth, Harold Messiner, 10; fifth, William Napier, 10; sixth, John Olafson, 9.

C. R. C. OF A. WIND UP SERIES

West New York, N. J.—The Century Road Club of America wound up their club run competition on Sunday, November 5, with a run to Eagle Rock, West Orange, N. J. The members left the top of Weehawken Hill at 8:30 a.m., under the leadership of Captain E. Gerard, and journeyed down the Hudson Boulevard to West Side Park and over the bridge to Newark and on through Essex County to Eagle Rock. After a short delay the riders lined up for the climb, and when the starter called time fifteen riders were off. Going about 200 yards, they jockeyed for places and in doing so Perry hit Dashowitz's wheel and went down in a spill and remounted his wheel again. Going along at the one-quarter-mile mark they were well stretched out and at the one-half-mile mark there was only seven riders in the bunch, with O'Shaughnessy leading. At this point Suchsztek jumped the field and C. Winter jumped with him and they battled it out to the finish, with Winter just nipping Schusztek at the tape, riders finishing in the following order:

First, C. Winter, 5:21, gear 84; second, P. Schusztek, 5:22, gear 74: third, N. Smith, 5:26, gear 77; fourth, J. Rawlins, 5:28, gear 77; fifth, F. O'Shaughnessy, 5:36, gear 80; sixth, A. Cooper, 5:54; gear 77; seventh, E. Perry, 5:58, gear 77.

The club runs were held throughout the season, taking in many different parts of Northern and Southern Jersey as well as many parts of New York State. The runs were conducted under Captain E. Gerard, who awarded points as follows: One for start, three for destination, and two for finishing. The first three riders will receive gold, silver and bronze medals. F. O'Shaughnessy, 81 points; J. Rawlins, 78; A. Everard, 69; H. Stock, 61; J. Dashowitz and P. Schusztek, 61; A. Cooper, 56; D. Rawlins, 54; N. Smith, 47; S. Lacasio, 44; E. Hery, 40; J. Hoviss, 39; F. Rawlins, 37; H. Winter and H. Felsing, 36; T. Bigna and C. Winter, 35; H. Hintze, 31; F. Cifferlli, 30; A. Bourne and E. Perry, 27; W. Leskin, 25; M. Cordova, 24; C. Sutter, 21; H. Lown and H. Kuntz, 20; M. Konsker and J. Bono, 18; C. Addo, 17; T. Flanagan, 15; W. Kuntz, 14; R. Magnus and H. Brodofsky, 12; L. Fraysse, 10; H. Hilldman and E. Heyer, 9; F. Fagliamounte, C. Lehr, H. Broudoff, H. Duster, H. Skirkie, R. Jones, and H. Bell, 6; E. Fraysse and A. Del Vechio, 4; H. Thou and N. Peragme, 3; W. Lock, C. Nylander, L. Misaback, E. Luely and C. Walker, 2; C. Hansen, 1.

AICKELIN WINS B. C. W. RACE

New York City—Eugene Aickelin, holder of the five-mile road record, on Sunday, November 5, led the field of cyclists who participated in the Bronx County Wheelmen's race of about 25 miles. The event started and finished in the Bronx after the riders had pedalled to Mamaroneck by way of Pelham Parkway and Boston Road. Aickelin, a member of the home club, sprinted in the closing 100 yards and grasped victory from Joe Schaeffer, Acme Wheelmen, by a close margin.

The team prize went to the Bronx County Wheelmen, with 17 points against 25 for the Acme Wheelmen.

The order of finish of the first ten riders follows:

Eugene Aickelin, Bronx County Wheelmen; Joseph Schaeffer, Acme Wheelmen; Nicholas Moccio, unattached; William Stokes, Bronx County Wheelmen; Fred Osterhammel, Bronx County Wheelmen; Robert Seawall, Acme Wheelmen; Adolph Blechert, Bronx County Wheelmen; R. McConaghy, Acme Wheelmen; T. Schleissman, Acme Wheelmen; H. Schleissman, Acme Wheelmen. Winner's time, 1:37:45.

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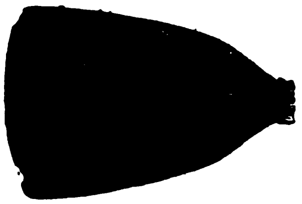

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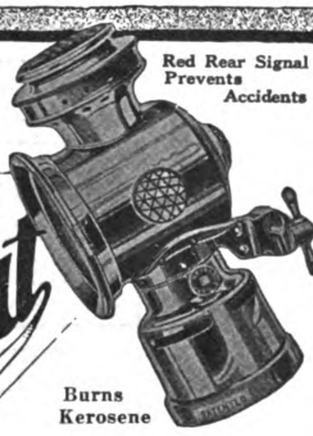

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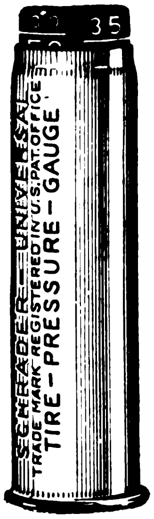

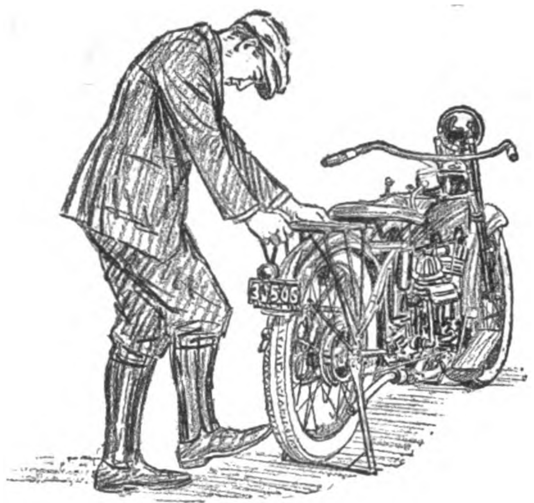

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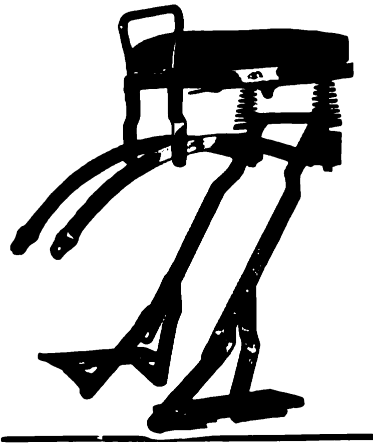

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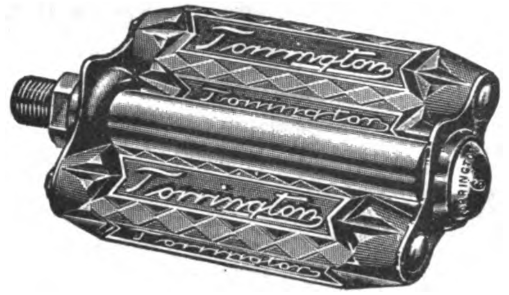

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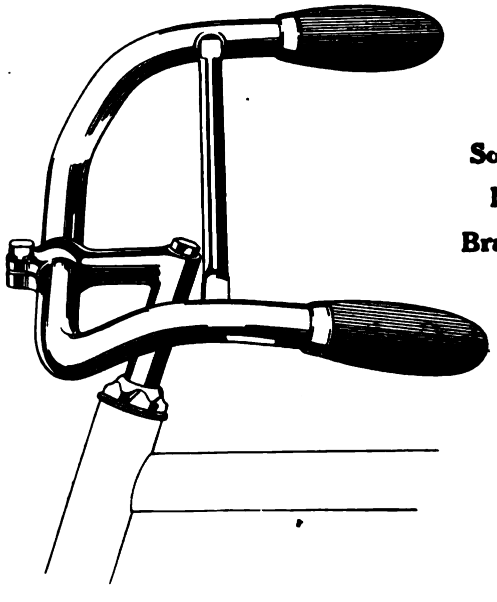

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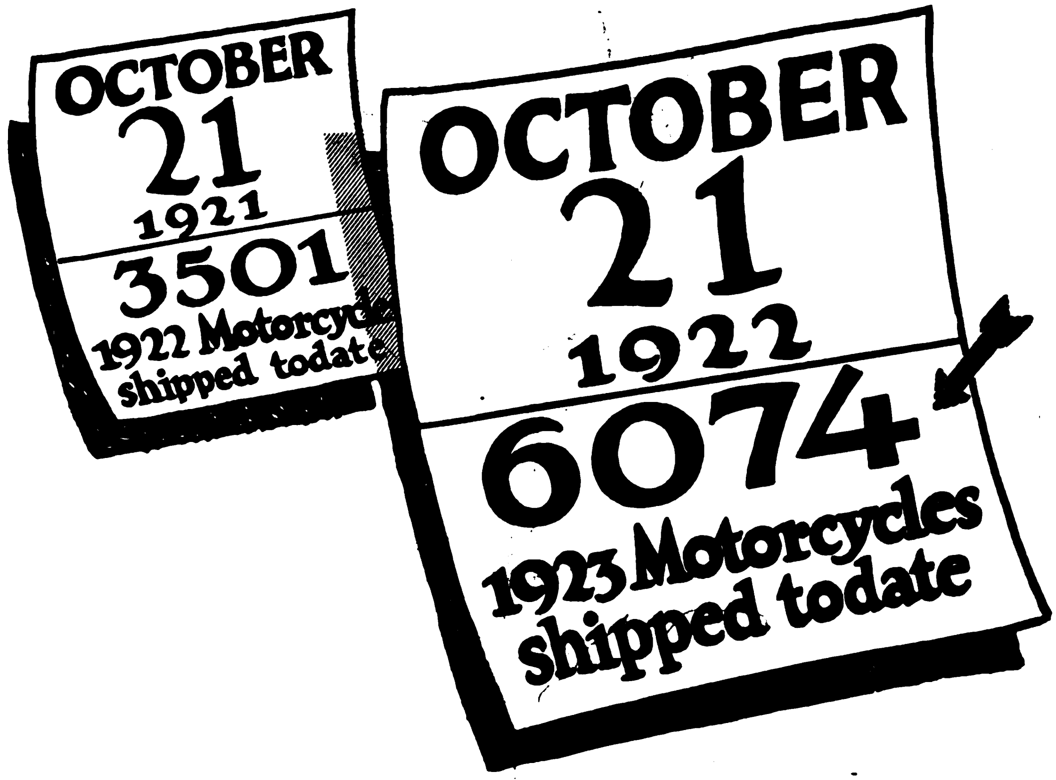
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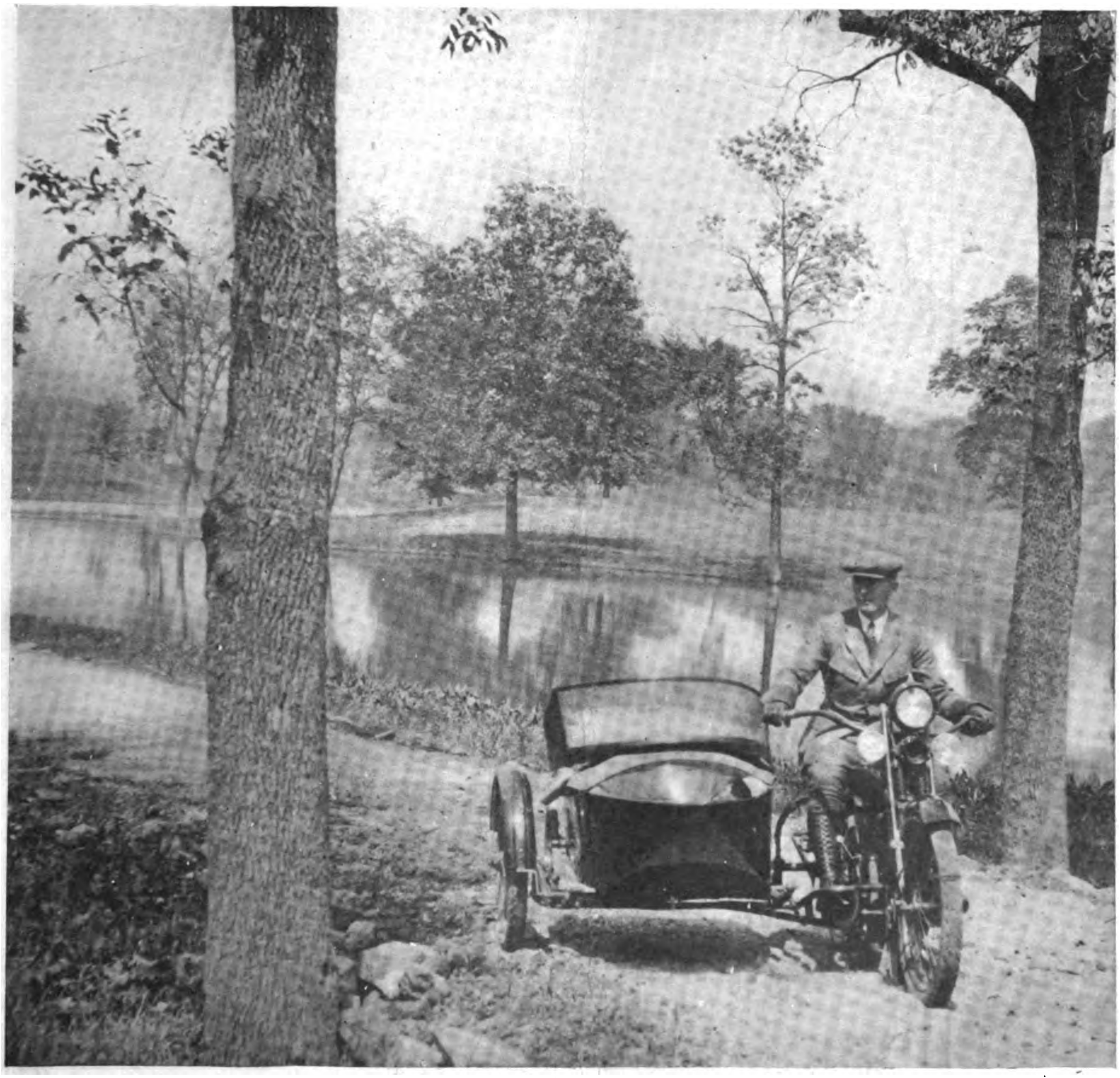

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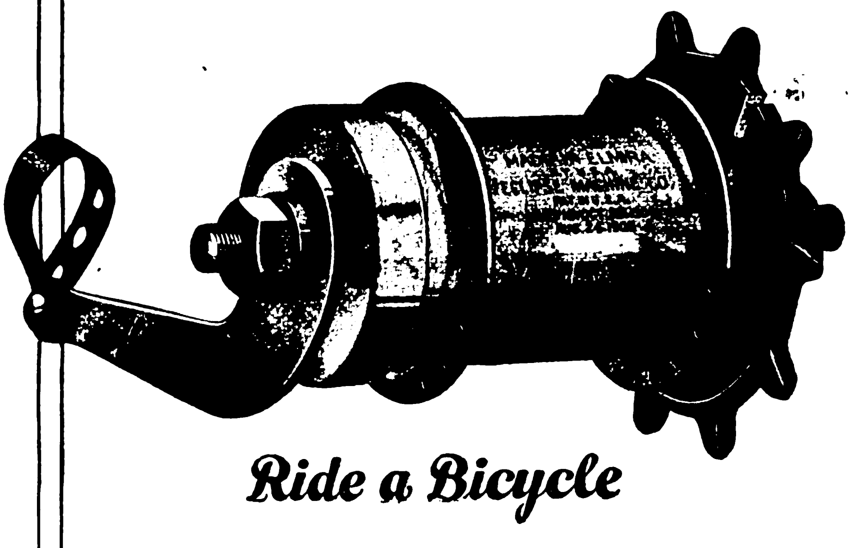

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Vol. 18 *November 16, 1922* *No. 46*

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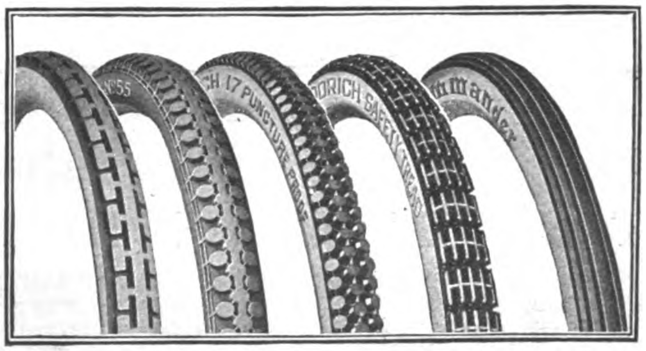

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THE B. F. GOODRICH RUBBER COMPANY
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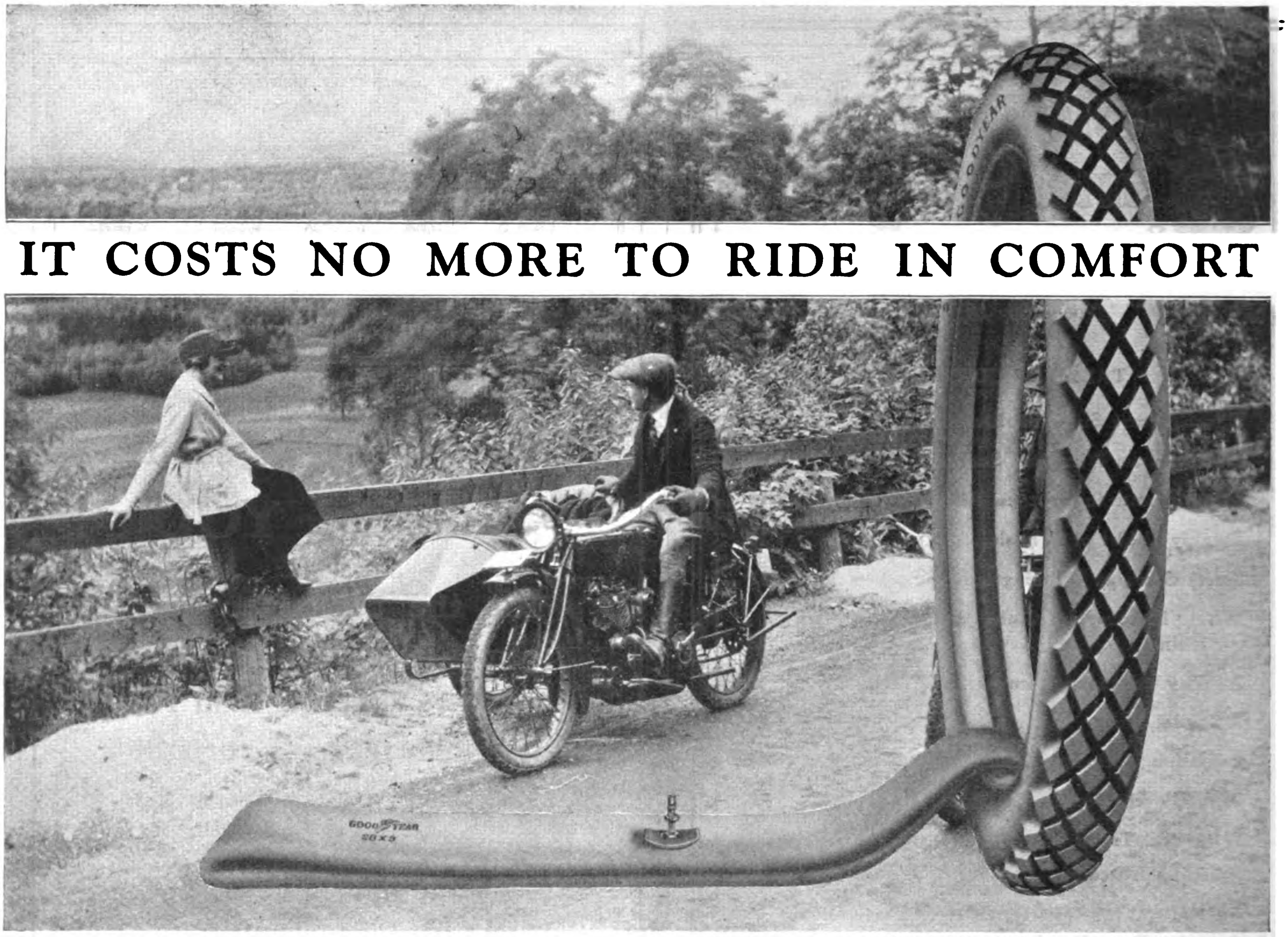
"BEST IN THE LONG RUN"

IT COSTS NO MORE TO RIDE IN COMFORT



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WHEN you buy tires, or tubes, for your motorcycle remember that it costs no more in the end to use Goodyears. And when you buy Goodyears you get comfort, as well as long, untroubled and economical service.

For Goodyear Motorcycle Tires are designed and built to cushion the motor, frame, and the rider. These big, strong, buoyant tires take up the constant shocking that otherwise taxes the stamina of both man and machine.

If you have been using less generously sized tires you'll enjoy the floating sensation when Goodyears are mounted on your wheels. You'll enjoy freedom from worry, too, when you note the extraordinary thickness of that famous Goodyear All-Weather Tread, with its sure-footed, tough diamond-shaped blocks.

Put Goodyears on right now. And if you're trying to think of a gift for a friend who rides, why not one of these stout, good-looking casings, or a Goodyear Motorcycle Tube?

Goodyear Means Good Wear

GOOD YEAR

MOTORCYCLE TIRES

Fine work "Hep!"

1 MILE, 39.6 SEC.
5 MILES, 3 MIN. 26.2 SEC.
10 MILES, 6 MIN. 59.8 SEC.
25 MILES, 18 MIN. 2 SEC.

This remarkable time, which completely annihilated every existing record for the distances on a one mile dirt track, was made in actual competition by

Ralph Hepburn

riding an

Indian Powerplus Motor.

at San Luis Obispo, Cal., November 5th, 1922.

The best previous times for these distances is as follows:

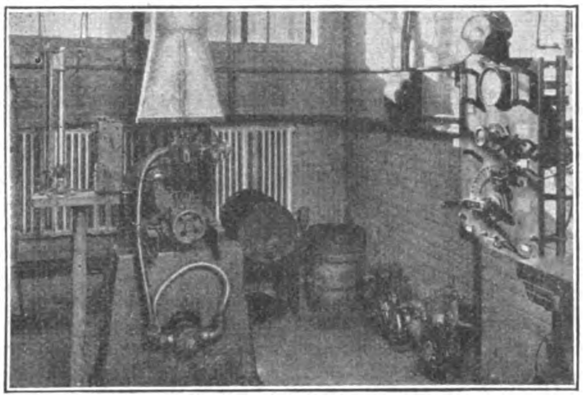
1 Mile	42.3 sec.
5 Miles	3 min. 38 sec.
10 Miles	7 min. 23.3/5 sec.
25 Miles	19 min. 17.6 sec.

Just Like Cream "The Real Champion"
Always Comes to the Top

HENDEE MANUFACTURING CO.
Largest Motorcycle Manufacturer in the World
SPRINGFIELD, MASS.

AN INDIAN SALES FRANCHISE is too good a proposition to be passed by a live dealer. Write for full particulars.

BACK OF SCHEBLER CABURETORS



TESTING LABORATORY

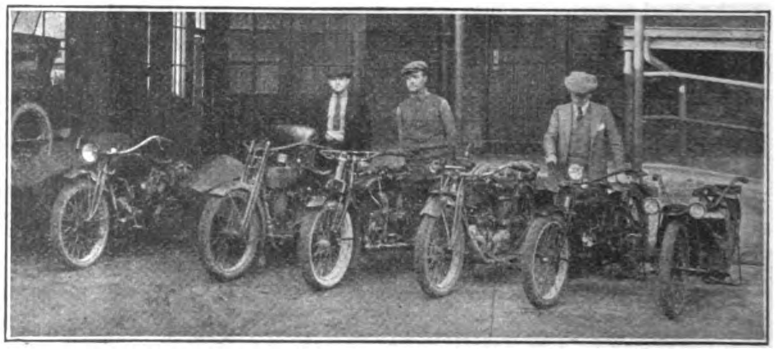
SINCE 1901, SCHEBLER CARBURETORS have been developed by expert engineers with modern and precise apparatus.

TODAY, SCHEBLER CARBURETORS represent the highest development of motorcycle carburetor engineering.

PRACTICAL–DEPENDABLE

EACH detail of scientific development, by thorough and exhaustive road test, is proven practical before being incorporated in any model.

THIS HAS ESTABLISHED "SCHEBLER" AS THE MOST POWERFUL, ECONOMICAL AND DEPENDABLE MOTORCYCLE CARBURETOR.



ROAD TESTING MACHINES

THE WHEELER-SCHEBLER CARBURETOR CO., Inc.
INDIANAPOLIS, U. S. A.

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Volume 18, No. 46 November 16, 1922

The Greatest *Show* on Earth

Motorcycle, Bicycle and Accessory Exhibition at 69th Regiment Armory in New York, February 12-17, 1923 — Many New and Novel Special Features

FOR the first time since the Fall of 1916, the National Motorcycle, Bicycle and Accessory show will be held in New York City, February, 12 to 17, 1923. The 69th Regiment Armory, 68 Lexington avenue, between 25th and 26th streets, has been rented for the entire week.

A meeting of the show committee was held in Chicago November 9, following which Show Manager A. B. Coffman issued a detailed statement of the plans as far as they have been completed.

Dealer and Jobber Show

This is to be a Dealer and Jobber show, promoted in the interest of better business and a closer relationship between the manufacturer, wholesaler and retailer. Conducted on the same basis as previous shows, any funds remaining after expenses are paid will be used to assist the dealer to become a better merchant and increase his business. It is only just and fair that the cycle dealers and jobbers in the East have this show, allowing them to see, under one roof, the entire industry and make personal contact with the heads of those concerns they buy from, for this is a big business asset that has been denied them for six years.

Motorcycles and accessories, motorcycle clothing, motor wheels, power cycles, bicycles and accessories, children's vehicles, velocipedes, tricycles, scooters and all types of wire wheel goods.

A complimentary banquet at a prominent hotel to the dealers and jobbers attending the show, with St. Elmo Lewis, nationally known in the selling world, as speaker, will be both interesting and instructive.

Nightly entertainment has been arranged at great expense that will prove pleasing to all.

Paul Whiteman's Orchestra of twelve pieces, (and there is no better in New York) will play each evening from 8 to 11, and a portion of the exhibition hall, 73x36 feet, has been set aside for dancing, 9 to 11.

A high-class concert artist will sing each evening, while a motorcycle clothing style show, bicycle roller races for the metropolitan championship, and bicycle polo will be featured nightly.

February 14th is Valentine's Day, and everyone attending the show that evening will be presented with a souvenir.

Badges of Admission

Dealers and jobbers attending the show, and exhibitors will be furnished a badge bearing their name, which will admit them to show during open hours. All other admissions will be paid. Admission charge is 25 cents, plus 3 cents war tax, total 28 cents. Something for nothing is rarely appreciated, and actual experience has proved that a flood of free tickets are not used and considered valueless for the simple reason that they are free, and bring in numerous undesirables. This show is the biggest value ever offered the public and affords the local dealers a wonderful opportunity to sell their present prospects and secure many new ones.

There are many reasons why dealers and jobbers will attend this show, namely: February is the ideal month in which to hold the show. Retail business is usually quiet at this time, allowing dealers to get away to visit New York and attend the show without suffering any financial loss at home while absent. Owing to the unsettled market conditions during the Fall and Winter many dealers and jobbers have bought sparingly for their Spring and Summer requirements, allowing their stocks to run low. All of this will be settled by show time and these buyers will be more inclined to buy than they were at an earlier date. Price conditions should be as near normal in February as at any time during 1923, and as the retail season will open within six weeks there can be no incentive to hold off buying. The fact that this is the first opportunity the Eastern dealers have had in six years to attend a national motorcycle, bicycle and accessory show in the East and meet the manufacturers and jobbers personally, who supply their goods, will bring many.

Trade Meetings

It was decided at Atlantic City to hold the Annual Mid-Winter Meetings of the entire Cycle Trades at New York during the week of the National Motorcycle, Bicycle and Accessory Show, also the Annual Convention of the National Cycle Dealers' Association. This means a large attendance of prominent men in the Cycle Industry.

Real Publicity

Mr. Alfred R. Goldberg, of New York, publicity expert, will handle the show publicity, and his past record assures the committee that the show will be brought to the attention of thousands not only in New York but in the surrounding territory.

Five thousand attractive posters, 38x25, featuring the show and the various activities, entertainment, etc., will be displayed by as many cycle dealers in their windows throughout the country, reaching thousands of riders and prospective customers. The cycle trade papers will carry page advertisements of the show and feature it editorially, setting forth why the dealers and jobbers should attend and the benefits to be derived, backing up the poster advertising.

Every salesman visiting dealers will boost the show, and this concerted effort will certainly bring the desired results.

Seventy-five thousand attractive stickers featuring the show will be attached to outgoing mail sent dealers and jobbers throughout the country, keeping the show before them continually.

Every exhibitor selling dealers and jobbers will send a personal invitation to each of their customers urging them to attend the show. With a large attendance of the trade assured the show will go over big and the 1923 selling season start off with the dealers full of pep, ready to "go out and get 'em."

Space Allotment

As heretofore the show committee will allot space with consideration and care for the welfare and interest of each exhibitor. Exhibits will be arranged on an absolutely equal basis considering floor plan and general arrangement of the show. Each application will be dated and numbered in order of receipt at the show manager's office and considered by the committee in numerical order.

Space is $1.00 per square foot, and includes everything necessary for the exhibitor to display his product as follows: Booth, sign, a rug in each space (regardless of the number of spaces an exhibitor may have), one small table and two chairs for each exhibit with counter for accessory exhibitors to display their product.

Business Opportunity

This show presents the greatest opportunity to further the cycle industry as a whole and your own business in particular that has ever been offered those most vitally interested. Held in the East for the first time in six years and at a time just prior to the opening of the selling season, with prices at a point where the public will buy, millions of buyers and prospective buyers on your door step, a program both interesting and entertaining each day for six days that will bring them to the show.

Baker Bucks Wind *and* Snow!

WE are frequently told that the lightweight motorcycle is all right for boulevard riding but that when it comes to the real stuff, rain, mud, snow, and ice nothing but the big fellows are practical. It was to demonstrate the fallacy of this contention that "Cannonball" Baker started out a fortnight ago with a Neracar, America's baby lightweight, to ride from New York to Los Angeles. The only record he set out to make was one of economy and reliability.

Nobody questioned his ability to negotiate the roads from New York to St. Louis, but from there West there were plenty of doubters. "He'll never get across Missouri or Kansis if it rains," said the doubters, but he did. His elapsed time to Kansas City, 1,357 miles from New York, was six days and four hours.

From Dodge City, Kans., he wired that he had covered 192.9 miles over rough and muddy roads, in ten hours and two minutes, which would have been pretty good time for a heavyweight. Had a strong head wind all day but ran the motor at top speed without trouble.

From La Junta, Col., he wired he was back on good roads and had made 234 miles in eleven hours and 45 minutes, elapsed time. Said it was getting pretty cold, but no trouble.

He went over Ratoun Pass at an elevation of 7,800 feet, making 25 miles in two hours and twelve minutes, with lots of low speed work. He covered 153 miles in ten hours and 38 minutes.

From Albuquerque he wired that everything was in good shape with the roads choppy, and sixteen inches of snow ahead at Springerville. But that wasn't worrying him. "Neracar will take it like the Kansas mud," he wired.

Baker plans to reach Los Angeles, Sunday, November 19. The first part of the week he drove through Arizona snow storms and wires that the Neracar is the world's greatest lightweight. He will be met at Victorville, about 100 miles from Los Angeles, by a big welcoming delegation which will escort him into the film city.

CYCLE & MOTOR
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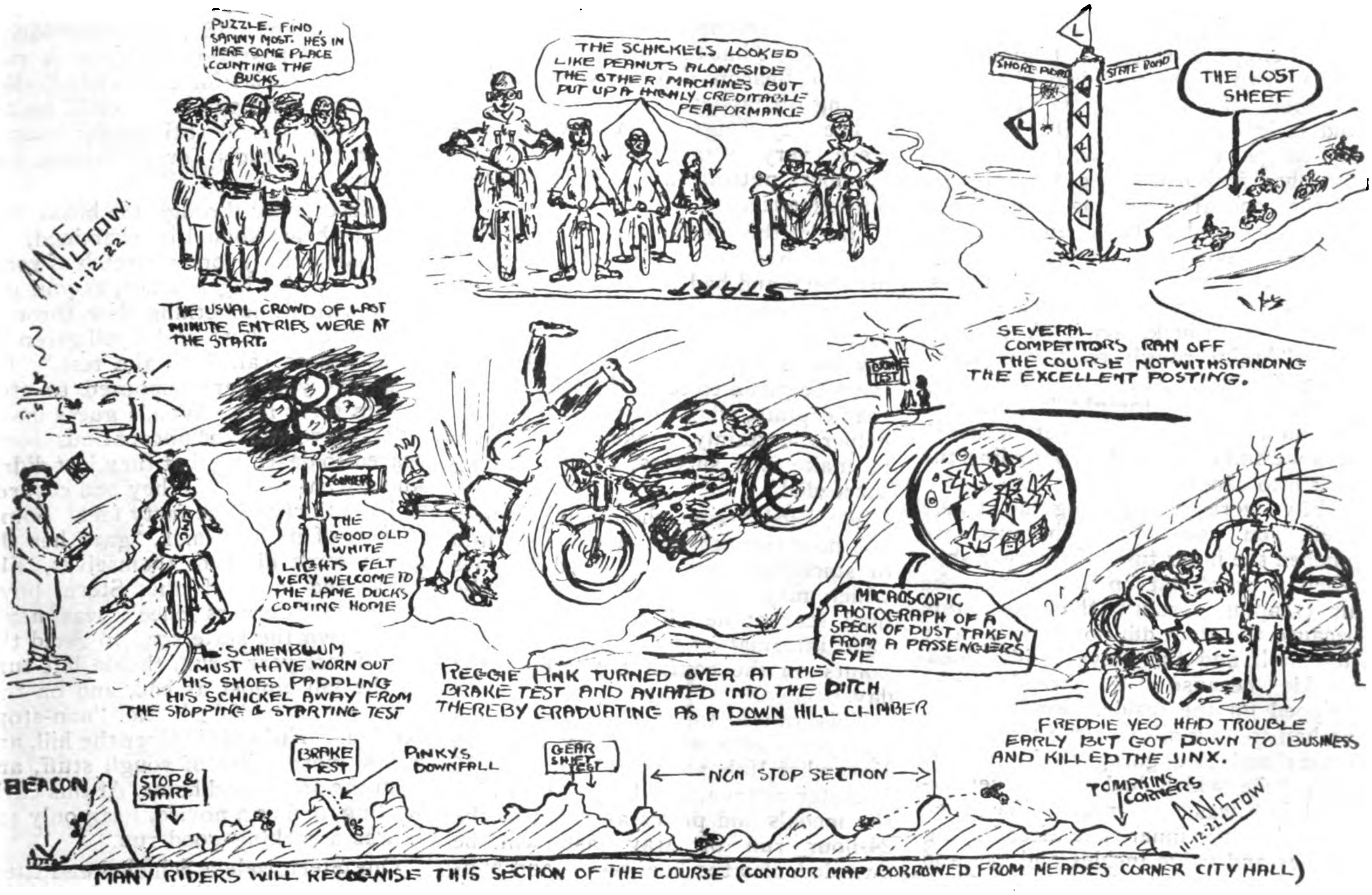
Cannonball Baker and his Neracar at St. Louis. Left to right, Traffic Officer Tom Drennan, George and Ed Rehm, John Hurck and the Cannonball.

Many Stunts in Crotona Reliability Run

By Paul Rick


PUZZLE. FIND, SAMMY MOST. HE'S IN HERE SOME PLACE COUNTING THE BUCKS
THE USUAL CROWD OF LAST MINUTE ENTRIES WERE AT THE START.
A.N. STOW 11-12-22
THE SCHICKELS LOOKED LIKE PEANUTS ALONGSIDE THE OTHER MACHINES BUT PUT UP A HIGHLY CREDITABLE PERFORMANCE
START
SHORE ROAD
STATE ROAD
L
THE LOST SHEEP
SEVERAL COMPETITORS RAN OFF THE COURSE NOTWITHSTANDING THE EXCELLENT POSTING.
YONKERS
THE GOOD OLD WHITE LIGHTS FELT VERY WELCOME TO THE LAME DUCKS COMING HOME
SCHIENBLUM MUST HAVE WORN OUT HIS SHOES PADDLING HIS SCHICKEL AWAY FROM THE STOPPING & STARTING TEST
CMC
BRAKE TEST
REGGIE PINK TURNED OVER AT THE BRAKE TEST AND AVIATED INTO THE DITCH THEREBY GRADUATING AS A DOWN HILL CLIMBER
MICROSCOPIC PHOTOGRAPH OF A SPECK OF DUST TAKEN FROM A PASSENGERS EYE
FREDDIE YEO HAD TROUBLE EARLY BUT GOT DOWN TO BUSINESS AND KILLED THE JINX.
BEACON
STOP & START
BRAKE TEST
PINKYS DOWNFALL
GEAR SHIFT TEST
NON STOP SECTION
TOMPKINS CORNERS
A.N. STOW 11-12-22
MANY RIDERS WILL RECOGNISE THIS SECTION OF THE COURSE (CONTOUR MAP BORROWED FROM MEADES CORNER CITY HALL)

THE Crotona Motorcycle Club's fifth annual reliability contest, November 12, drew 63 starters, and 51 checked in at the finish.

The weather did not look favorable at the start, but the last minute entrants were numerous and a large crowd of friends witnessed the start. After much painting of numbers by Messrs. Mills and Kohler, the first man, Reggie Pink, was checked out at 8:01 by Gene Stern and his assistants. The rest left at one-minute intervals thereafter.

Leaving Fordham Square, the route traversed Fordham Road to Broadway through Yonkers, Tarrytown to Ossining and on to Peekskill. After leaving Peekskill a few miles behind we left the Albany Post Road and turned left to the shore road through Cold Spring to Beacon. About 16 riders missed this fork and came into Beacon on the wrong road, although we noticed about four markers at that point. A few drops of rain fell along this picturesque shore route but upon reaching Beacon "Old Sol" came out in all his glory.

At Beacon, George Sorensen, the popular motorcycle dealer and racer, checked us in and then to the eats, as this was the noon control.

Checking out of Beacon we rolled over good state roads to Fishkill, and at a sharp left turn, we kissed the state road goodbye, and aviated through (or over) Stormville and Luddingtonville to Carmel. Hereabouts we were to expect the various tests which were to eliminate several riders. We took the road from Carmel at a good fast pace towards Kent Cliffs. Just before reaching which we encountered Art Stow, our enthusiastic English member and Dick VanNesh with their stopping and starting test. All riders had to stop their motors here and endeavor to start them again by one kick. Failure to do so, of course, deducted from the score. One rider at this point tried hard to start an Indian Scout with the gear lever in neutral position, and another Scout rider was so flustered that he took a Brody right on top of the checkers, but escaped unscathed. Getting away with this we ran across the regular control at Mead Corners, where Bill Schenk and his men quickly checked us in and out again, and so on to the dreaded gear shift test hill, in charge of Gene Stern and a gang of assistants who had come on from the start by car. Carefully watching the signs and doing our stuff, we floated over hill and dale to the Stucco House in the woods, and so on to the regular check at Tompkins' Corners, which was in charge of George Cefelli and

Charlie Kohler, the club's official ivory ticklers. After a few more miles of soft dirt road, and a plentiful supply of rocks and a few hill climbs for good measure, side slides, nose dives and so forth, we bounced to the left and landed at Yorktown, meeting the good Saw Mill River road, which we pushed behind with a vengeance until we checked in at the finish at Fordham Square, about one hour and a half late.

Why late? Oh, I forgot to tell that we were delayed because we were making up time through the hills and taking a nose dive, squashed the landing gear, which happened to be the front fork. You see, it happened like this: we hit the top of a "thank you mam" on the brink of a steep hill and, traversing a few feet of atmosphere, we alighted upon a loose stone wall. This being too rough and bumpy we came down to the road bed. This was too much of a jump for the front fork and it just laid down. Did you ever try to get the front wheel out of a squashed fork and straighten the fork on the road after tearing down a farmer's gate and using a few oversized pebbles? Well, this is where we lost about two hours. An old farmer passing by in a one-horse-power buggy, says: "Tough luck, son." "Yep," says we. "Awful rough roads for those things." "Yep," says we. "Never get to New York tonight," says he. "Wouldn't want to take a bet on that?" says we and continued on pounding the fork into shape.

Why were we making up time? Well, you see it was because we pinched the inner tube of the rear shoe when it went flat on account of the air escaping through the valve stem because the stem did not have a valve cap on it and the valve insides blew outside because the threads were stripped on the inside. Finding this, we had to look all over the town (five houses and two garages) for a new inner tube which had not as yet arrived but was on order. We then patched up the inner tube after buying patches and valve insides and cap and using the free air.

Notes on the Course

At the brake test, which was in charge of R. Dunkly, the man with the big noise and the red flag, everyone was frightened to a standstill. Oh yes, all but the world-famed Reggie Pink, who carried on and skyrocketed into a shell hole along with his passenger and came up smiling, unhurt, save for a few scratches and a battered front fork, which little accident delayed him almost an hour and a quarter. Al Bernasconi heard Dunkly's war whoop, gave a shiver, also more gas, and never even stopped. Vic Brunzell doubted the measurement of the section and checked up on it himself, finding it correct. We hear that Jim Viggers told the checker here to go some place where it is rather tropical.

A very creditable performance was put up by the three Schickel machines which had been entered. These little two-cycle motors ran like humming tops throughout the run, but lacked the few extra ounces of power necessary to compete with the larger machines. They all got away well on the slight up grade from the stop and start test, with the exception of L. Schienblum, who had to do a little foot paddling. Hereabouts Art Stow, our English friend, who was in charge of the test, passed a remark to the effect that it sounded like home to hear the "two strokes" buzzing by.

Freddie Yeo had a jinx following him at the start but dropped it somewhere around Beacon and he succeeded in pulling off highest sidecar score.

The Bay Ridge and Yorkville Clubs were very well represented, their members putting up a very creditable performance.

One of the checkers on the non-stop section had trouble before reaching his check and had to abandon his sidecar en route.

Altogether the run was a very enjoyable and sporting affair, and credit must be given to Sam Most, the club's road captain, who, along with his many helpers, certainly worked like trojans to make it a success, in which they succeeded.

Mr. Fred Nissen, the official referee, has now the difficult task before him of smoothing out all little difficulties which may arise in checking up the final scores; he of course got first-hand information by being at several points on the course throughout the day.

This run is to be closely followed up by a dance on Saturday evening, November 18th, at the club house, 1816 Webster avenue, the Bronx, at which the medals and prizes awarded in the 24-hour run of May last will be awarded, also the final scores and winners of Sunday's run will be announced.

A Novice's Impressions of the Run

By Sunny Jim

That newly-formed club of Brooklyn, the Bay Ridge M. C. Club, was represented by all its members. There was another bunch with arm bands reading Brooklyn M. C. Our club was well represented by members in good and bad standing. Those in bad standing were spoken to and promised to see the treasurer at our next meeting. Incidentally, the treasurer "soloed it" over the course. President Dennett's "housemaid's knee," which he thought would keep him out of the run, didn't.

The High Hats, that social organization of gentlemen, an appendix of the Crotona Club, rode or checked. Mr. Blauvelt, of the Indian Sales, and Ira Woods, of the Harley-Davidson, were kept away by sickness in the family. The old road hound, Jack Welton, was absent, but his side kick, "Pop" Kirschner, was there.

Very little happened from New York to Beacon, except to Yours Truly. At Cold Spring I discovered that the main leaf of the front spring was broken. Mr. Sorenson had his hands full on this check.

After our hour lay-over, away we went again for quite a few miles over state roads, then across country to Carmel. At Kent Cliffs, gas being low, I stopped at a station and saw a sign which read, "Gas for Cash Only." But I couldn't even get it for cash, as the place was closed! Still under way, I got to the Mead's Corners' check just on time.

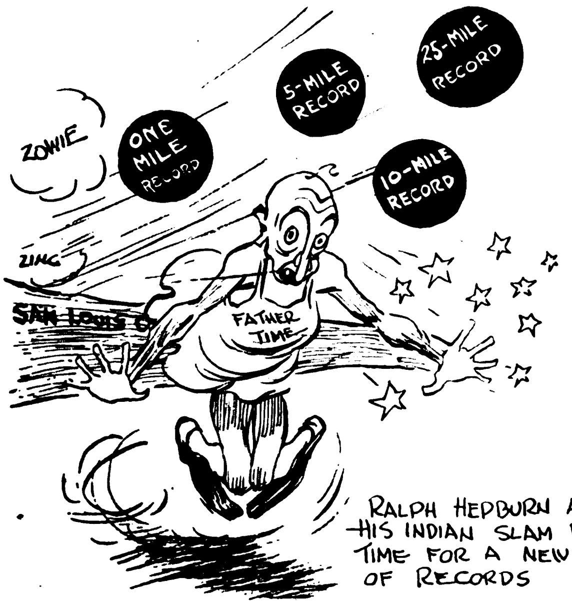
Before going through the brake test a man's heart should be examined, for on a particularly lonely stretch of road, from behind a big boulder, as you got even with it, something flew through the air (a red flag), and a yell given by three voices called "brake test." On this test you were supposed to stop within forty feet. Well, I guess many riders were knocked unconscious, some scared to death, so that they just didn't know what to do 'till they had covered at least thirty of the forty feet. Some, in fear of highwaymen, "gave her the gas"; some ditched themselves, like Pink and one of the Stern boys. Tompkins' Corners check was next; then down the state road to avoid the hill of last year's run, then a left turn to the hill almost as bad, and on this hill was established the "non-stop" section. "Nuf sed!" Over the hill, and a few more miles of rough stuff, and then the state road home. At this early writing, and as a novice, I can only say it was a corking good run.

One Stern rode a Schickel and there was a Stern on a Scout, a Stern on a Standard, a Stern on a check—all the Sterns were there but the mother and baby!

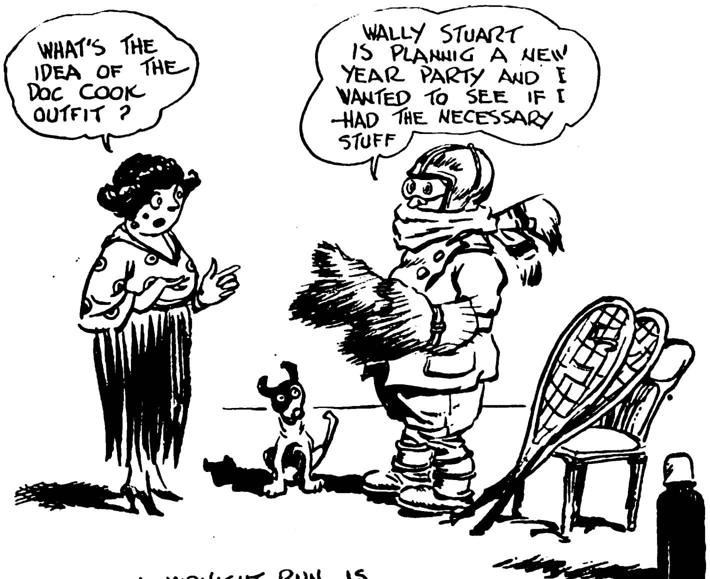
Well, here's hoping that there will be no protest on this run. But if there is, and it goes to the M. and A. T. A., a quicker decision than the last one will have to be given by them. The Crotona Club was given "credit" for the whiskers that grew on the contestants—but the tonic was supplied by the M. and A. T. A. to whom all "credit" should be given.

Well, so long. Now I am going to get a rag and a new spring and fix up the boiler!

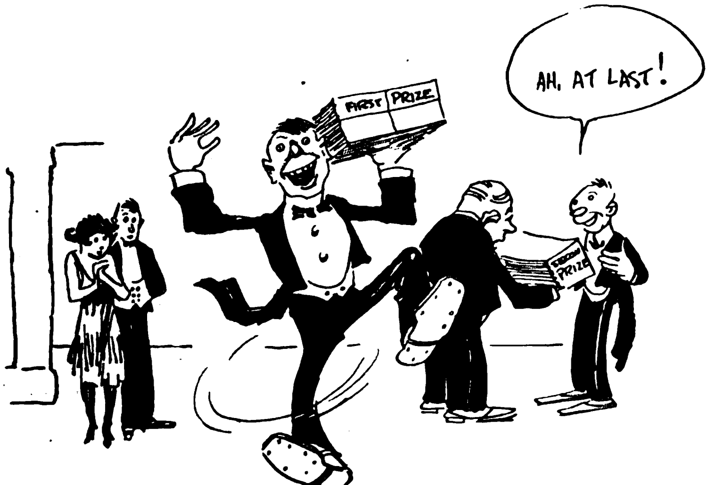
WEEKLY WHIRL of WHEELS


ZOWIE
ZING
ONE MILE RECORD
5-MILE RECORD
25-MILE RECORD
10-MILE RECORD
SAN LOUIS
FATHER TIME

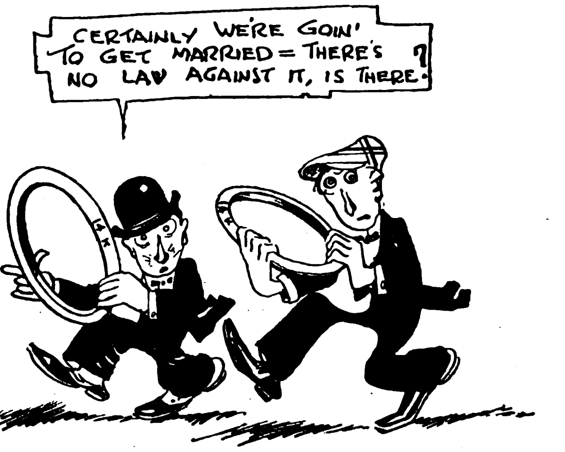
RALPH HEPBURN AND HIS INDIAN SLAM POP TIME FOR A NEW SET OF RECORDS


WHAT'S THE IDEA OF THE DOC COOK OUTFIT ?
WALLY STUART IS PLANNIG A NEW YEAR PARTY AND I WANTED TO SEE IF I HAD THE NECESSARY STUFF

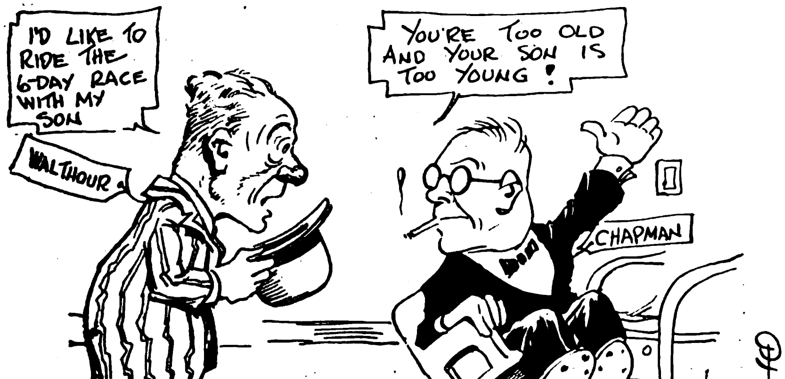
A MIDNIGHT RUN IS PLANNED FOR TOLEDO, OHIO, RIDERS BY WAY OF CELEBRATING THE NEW YEAR


AH, AT LAST!
FIRST PRIZE
SECOND PRIZE

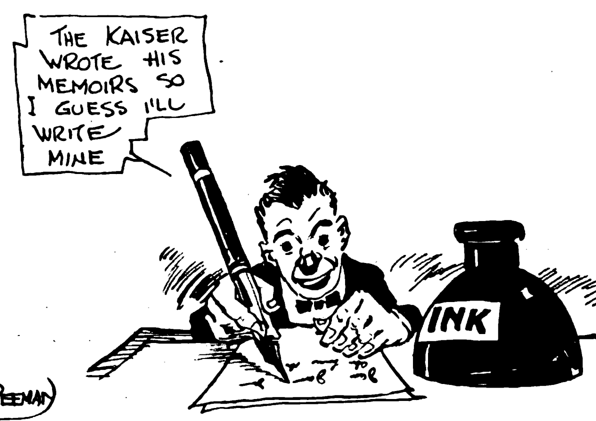
CROTONA MOTORCYCLE CLUB OF NEW YORK HOLDS A DANCE AND DISTRIBUTES PRIZES WON IN THE CLUB'S ENDURANCE RUN LAST MAY


CERTAINLY WE'RE GOIN' TO GET MARRIED = THERE'S NO LAW AGAINST IT, IS THERE?

BEING AS IT'S TOO LATE TO DO ANYTHING ABOUT IT WE'LL LET THE WORLD KNOW THAT HUGH McPARTLAND AND "IGGY" GRONKOWSKI, CELEBRATED BICYCLE RACING MEN HAVE BEEN HIT WITH CUPID'S DARTS


I'D LIKE TO RIDE THE 6-DAY RACE WITH MY SON
YOU'RE TOO OLD AND YOUR SON IS TOO YOUNG !
WALTHOUR
CHAPMAN
HOWARD FREEMAN

WILL WONDERS EVER CEASE? OLD BOB WALTHOUR IS BACK FROM EUROPE AND WANTS TO RIDE THE NEW YORK GRIND WITH BOB, JR.


THE KAISER WROTE HIS MEMOIRS SO I GUESS I'LL WRITE MINE
INK

AFTER WITNESSING THE HORRORS OF THE CHICAGO 6-DAY RACE, JIMMIE HUNTER, GRAND VIZIER OF THE RACING GAME, WANTS TO WRITE A BOOK ENTITLED: "MY LIFE ON THE FLAT"

Steele Stars *at* Wilmington

THE afternoon of November 12 saw hundreds of motorcycles and automobiles parked upon the hills at the scene of the hill climb promoted by the Wil-Del Motorcycle Association. Located near Smith's Bridge, eight miles from Wilmington, the hill climb site was extremely well chosen, for the spectators had but to park their vehicles upon the opposite hill and obtain a wonderful view of the contest.

The meet was handled in an orderly manner and there was little waiting for riders. But one protest was filed and the crowd started no fights. Orrie Steele was the big noise of the day, the Paterson pimple punisher taking three events, tying another and setting the fastest time of the day.

As a reward for his day's labor Orrie won miscellaneous merchandise, some cash and the first legs on the Indian and Harley-Davidson cups. Also he was presented with a pair of leather breeches for the highest score of the day, but he may as well give them to some one else, as he never seems to fall off.

John Groves, of Chambersburg, was on hand to see that Steele had no cinch and for good measure, Alex Morrison, of Philadelphia, made the competition hotter by his excellent riding. Jones, of Reading, rode well, as did a number of others.

The 61-inch novice brought out some fine riding, L. Skinski, Indian, winning with a ride over the top in 14 seconds, his first ride. On his second ride his machine tore off the course through the crowd, but no one was hurt. His third try netted him 14-1/5 seconds. H. Fritz brought his Indian Scout over the top, but no time was recorded until his second trial when he went up in 20-3/5 seconds, giving him second place. John Zug, Indian, took third place with rides of 22, 22-1/5, and 21-4/5 seconds, respectively.

The first man up the hill in the 37-inch event was Steele, who took his Scout over the top, but no time was recorded, so his second ride was made in 15-2/5 seconds, which gave him first place. H. Fritz took his Scout over in 20-4/5 seconds and in his second trial slowed down to 21-4/5. Len Kugler, Scout, failed in his first attempt and called it a day.

The closed club event was scheduled for a 61-inch event in the entry blanks and thereby hangs a tale. It seems that the club met Friday night and decided this event should be made open as regards motor sizes, but Alex Morrison said his entry was accepted by the club as for a 61-inch event, and he did not know of the change, so he protested the winning of this event by John Groves, who used a large motor against the 61-inch engines. Simply, a case of misunderstanding all around, but the Competition Chairman will decide it.

Anyway, Groves loped over the top with his Harley in 11-2/5 seconds two consecutive times. Alex Morrison tried twice with his 61-inch Indian and made 12 and 11-3/5 seconds in these trials. He came to the line the third time with a do or die expression on his face, and rocketed over the top in 11 seconds flat, putting him in first place for the time being. Groves went over with no time recording, but on his next try went over with a roar in 10 seconds, the fastest of the day so far. Frank Way took his Indian over the top in 13-4/5 and 13-3/5 seconds in his two tries, which gave him third place.

The 61-inch open event was hotly contested, and it was in this that Steele set the fastest time of the day, 9-3/5 seconds with his 61-inch motor. He took the first try in a shower of clods, doing 10 seconds flat and tying Grove's time with the large motor in the club event. Orrie faced the starter in his second trial, threw his cap into the crowd, and leaped up the hill in 9-3/5 seconds, the best time of the day. Morrison did some sensational riding and got 10-4/5, 11, and 11-1/5 seconds for his three trials, which gave him third place.

Grove kept getting better each time, his first ride being 11-1/5, and his second 10-4/5, tying Morrison. By some wonderful riding he clipped off 1/5 second in his last trial, thus going into second place with a climb of 10-3/5 seconds. A. Jones, Indian, was next best with rides of 11-1/5, 11, and 12 seconds. S. Malatesta, Indian, took three cracks at the hill and hung up the times of 12, 12-1/5 and 12-3/5 seconds. S. Skinsky, Indian, got 13-3/5, 13-4/5 and 13-4/5 for his three trials. John Lane, Harley-Davidson, rode the hill in 12-3/5, 12, and 11-1/5 seconds.

The 80-inch event was slower than the 61, the best time in this being Steele's 9-4/5 seconds. Steele rode three times, doing 9-4/5, 10, and 10-2/5 seconds, landing him first place. John Groves went up in 10-2/5 the first time, broke his skid chain part way up the next time and made 11-4/5, while his third try was 10-4/5. Morrison took his 61-inch motor up in 10-4/5 and 11 flat, failing in his second try when his skid chain came off. He took third place. F. Depolin went over in 13-4/5, failed once and got no time the next. Malatesta, with another 61-inch motor, failed the first time, went over the next two times in 11-2/5 and 12-2/5 seconds.

A. Jones got 11-1/5 the first time, no time the next trial and still no time the third, but in his fourth trip he went up in 12-4/5.

The sidecar event was held on a different part of the hill, less steep and shorter. Malatesta, Indian, went over in 18-3/5 and 17-3/5, riding in the deepening dusk. Morrison failed with his 61-inch motor. Groves went over in 13 seconds in his second trial, failing the first time. Steele went over in 14 seconds, and later in 13 seconds, tying Groves. Way, Indian, went over in 22-1/5. In his third trial Steele turned over backwards nearly at the finish, but escaped serious injury. Groves now took a slam at the hill, trying to break the tie, went off the course near the top. Darkness caused the referee to call the event off as the riders could scarcely be seen, both men leaving it a tie and dividing first and second money.

Steele wins a lap on the Indian cup No. 2 and also on the Harley-Davidson cup. Grover gets one on the Excelsior cup if the protest is decided in his favor, and Grover and Steele each win a lap on the Indian cup No. 1. All the cups will be engraved with the winners' names, date, etc. All must be won three times to become the permanent property of the winners.

The officials were: Referee, John F. Mountz; starter, W. F. Hambleton; clerk of course, E. H. Cloud; special timer, A. G. Aldrich.

There were fourteen entries in the various events, the Reading club having seven, which gives them the silver trophy for the most competitors. Philadelphia had three, Wilmington two, Lancaster one and Baltimore one.

The last event was contested under electric light. The automobile lights of the spectators on the opposite hill were turned on the course and timers, flaggers and others stood along the course holding lanterns while the sidecar contestants went up. It was nearly 8 o'clock when the last of the spectators left.

Summary

Thirty-seven-inch Open—Stele, Indian, 15 2-5; Fritz, Indian, 20 4-5; Kugler, Indian, failed.

Sixty-one-inch Closed Club—Groves, H.-D., 10; Morrison, Indian, 11; Way, Indian, 13 3-5.

Eighty-inch Open—Steele, Indian, 9 4-5; Groves, H.-D., 10 2-5; Morrison, Indian, 10 4-5; Jones, Indian, 11 1-5; Malatesta, Indian, 11 2-5; Depolin, Indian, 13 4-5.

Sixty-one-inch Novice—Skinski, Indian, 14; Fritz, Indian, Sc., 20 3-5; Zug, Indian, 21 4-5.

Sixty-one-inch Open—Steele, Indian, 9 3-5; Groves, H.-D., 10 3-5; Morrison, Indian, 10 4-5; Jones, Indian, 11; Lane, H.-D., 11 1-5; Malatesta, Indian, 12; Skinsky, Indian, 13 3-5.

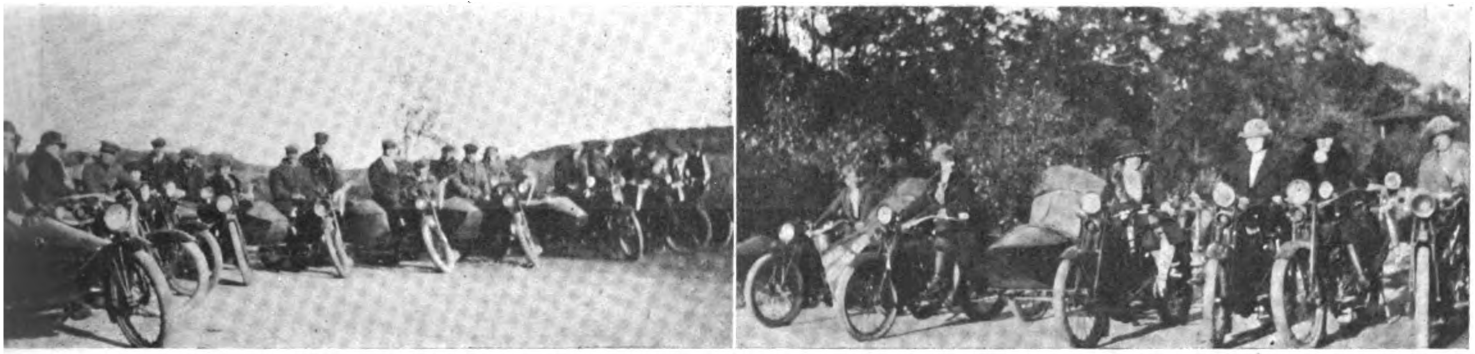
Eighty-inch Open Sidecar—Steele, Indian 13 (tied); Groves, H.-D., 13 (tied); Malatesta, Indian, 17 3-5; Way, Indian, 22 15.

RESULTS AT ARLINGTON

Washington, D. C.—Two motorcycle races ere included in the speed program of the rmistice Day race meet at Arlington race ack. The five-mile 30.50 was won by Ed owley and the five-mile sidecar by Fred retwell. Both were Harley-Davidson ounted.

ATLANTA ENDURANCE DOPE

Atlanta, Ga.—Interest in the second annual ctional endurance contest is growing each ay. Motorcycle riders gather together at e various motorcycle stores and get into ot arguments as to who is go [illegible] e eautiful trophy cup offered by The Atlanta urnal for the best score. One of the speal features in this contest will be the enies of the factory representatives, there eing three of them who travel out of Atnta—Harry Glenn, with the Hendee comny; "Radio" Shearin, representing the Ace mpany, of Philadelphia, and John Blamer, the Harley-Davidson company, of Milwaue. There is considerable rivalry between ese three men and each will use every bit road-riding knowledge to win.



Some of the members of the recently organized American Motorcycle Club of Brooklyn. Registered Club No. 153.

. HILL CLIMB CHAMPIONSHIP SCORE

Reading, Pa.—With a roar and a flash, rie Steele, Indian, took every event in hich he was entered at the Pa. State Championship Hill Climb, under the auspices of e Reading Motorcycle Club. Louis Skimie on an Indian was the only machine to over the top in the novice class. The owd was estimated at 7,000, which was the rgest turnout any motorcycle event ever ld in this locality.

And the hill was some hill. While it was ly 350 feet long, Steele said that it was e of the best that he ever rode—rough, t safe—and it was not only the good maines that went over the top, but it took ding to get them there. Many riders went wn to defeat, unable to get their machines the hill. The results:

Sixty-one-Cubic-Inch Class—Orrie Steele, dian, 11 2/5, 11 1/5; John Grove, Harleyavidson, 12 2/5, 11 3/5; Arthur Jones, Indian, . 12.

Thirty-seven-Cubic-Inch Class — Orrie eele, Indian, 22 2/5, only one over the top; orace Fritz, Indian, 250 feet; George amm, Indian, 173 feet.

Eighty-Cubic-Inch Class—Orrie Steele, Inan, 11, 10 2/5; Reg Pink, Reading-Standard, 4/5, 11 2/5, 11 1/5; Arthur Jones, Indian, 3/5, 11 2/5, 12; John Grove, Harley-Davidson, 11 4/5, 11 3/5; Pierce Hettinger, R. S., 11 4/5; Alex Morrison, Indian, 12.

Free-for-all, Sidecar Class—Orrie Steele, Indian, 274 feet, 285 feet; Reg Pink, Reading Standard, 264 feet, 252 feet; Arthur Jones, Indian, 255 feet, 250 feet; Alex. Morrison, Indian, 175 feet, 184 feet.

Novice, Private Owners—Louis Skimskie, Indian, over the top; Horace Fritz, Indian Scout, 250 feet, 253 feet; George McDougal, Indian, 183 feet, 164 feet; John Heiter, Harley-Davidson, 172 feet, 152 feet.

PROVIDENCE TROPHY RUN

Providence, R. I.—The annual trophy run of the Providence Motorcycle Club, on Thanksgiving Day, will be from Providence to Westerly and return. The secret riding schedule will be from 15 to 25 miles. Total distance is 102 miles. Checking stations at Providence, Washington, Hope Valley, Westerly, Wakefield, East Greenwich, Conimicut and Providence. Prizes will consist of a cup and $200 worth of merchandise. Entree fee is $1. The run is open to all registered M. and A. T. A. riders. Entries close November 28.

RACES AT DOVER, N. H.

Dover, N. H.—The race meet on Armistice Day, promoted by Manchester-Lawrence Motorcycle Club, was a distinct success. Several track records were smashed. Francis Fossa, the Granite State Flyer, did a mile in 47 flat and five miles in 4 min. 2 2-5 seconds, making a new track record on a muddy track. The results follow:

Mile Time Trial—F. Fossa, Excelsior, 47 seconds; T. Moran, Harley-Davidson, 51 1-5 seconds; P. Forrest, Harley-Davidson, 51 2-5 seconds; L. Poland, 57 2-5 seconds.

Five-Mile Professional—Fossa, first; Forrest, second; Moran, third. Time, 4:2 2-5.

Ten-Mile Professional—Fossa, first; Moran, second; Forrest, third. Time 8:3 2-5.

Five-Mile Amateur—Albodanza, first. Time, 4:44.

Ten-Mile Amateur—F. A. Foy, first. Time, 8:46 3-5.

Five-Mile Amateur, Sidecar—Moulton, first. Time, 6:13.

Seven-Mile Amateur — Battestino, first. Time, 8:33.

The Lawrence-Manchester Club has leaseu several tracks and plans a series of race meets.

SANCTIONS ISSUED

ENDURANCE RUN

Nov. 26—Oakland Motorcycle Club, Oakland, Cal. Sanction No. 784.

MIDNIGHT RUN

Dec. 31—Wallace Stuart, Toledo, Ohio. Sanction No. 783.

TROPHY RUN

Nov. 30—Providence Motorcycle Club, Providence, R. I. Sanction No. 787.

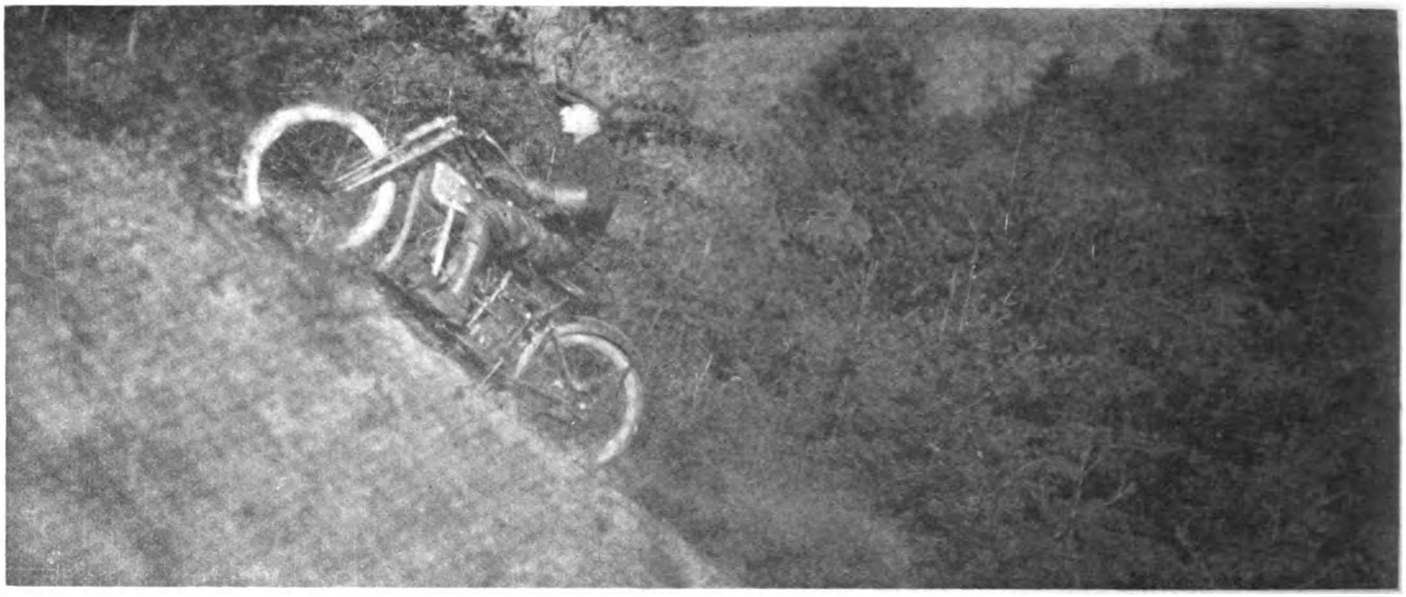
SECTIONAL ENDURANCE RUN—SOUTH ATLANTIC SECTIONAL

Nov. 30 and Dec. 1—Atlanta Journal and Atlanta Motorcycle Club, Atlanta, Ga. Sanction No. 790.

THE AMERICAN MOTORCYCLE CLUB

Brooklyn, N. Y.—Brooklyn's new club announces that it has a few openings for real live motorcyclists, who stand for good runs and social events, who can take their families or sweethearts along, and all have a good time. Charter closes after the next meeting on Friday, November 17, at 8:15. The club rooms are in the Patchen Motorcycle Garage, at 305 Patchen Avenue, corner Chauncey Street. The dues are only twenty-five cents a month. The first run on October 29, to Commache race track, Huntington, L. I., was a big success. Eighteen machines out of twenty-two members made the trip, and with regular line-up from start to finish. The motto is "No one boss, or wise guys on the road. Each member has his say in all othings." The club has registered itself with the M. A. T. A., and are all members of the M. A. T. A. riders. The club was started by H. B. Shotwell, who believes in unified motorcycle riding to get all the joys out of motorcycling. Anyone caring to come to the next meeting, please drop a line to the above. Next run will be Sunday, November 19, rain date the following Sunday at 9 A. M., from the clubhouse.

Some of the stars at the Pennsylvania State Championship hill climb. Left, Reggie Pink and his sidecar; center, Alex Morrison; right, Orrie Steele, the champion.



C. W. Leisher enjoys hill climbing

A *Way* to Independence

THAT the sale of motorcycles offers ambitious young men an opportunity to build up a prosperous business for themselves without requiring large capital to start, is illustrated by the success of C. W. Leisher, of Harrisburg, Penna. Leisher is the youngest of the dealers in that city, but is coming to the front very rapidly. A few years ago he became interested in the sport, bought a machine, joined the motorcycle club and became an active rider, taking part in numerous endurance runs, hill climbs and other events.

He was employed by a railroad company and found the prospects for advancement to be too slow to fit his ideas. So he began to think about openings for working into a better line of business.

His love of the sport naturally directed his attention to motorcycling, and the more he looked into the situation the more he became convinced that there was an opening for a real go-getter in Harrisburg. He found the riders ripe and ready to become interested in the four-cylinder idea, and felt that an aggressive, persistent sales-cultivator who would get out with the riders, show them what the machine would do, give them service and courtesy, and keep them busy on interesting new ideas, would reap a rich harvest by his efforts.

So he opened negotiations with the Ace factory in Philadelphia, laid his plans before them, explained his ideas of the situation and asked if there was any chances for a dealership in Harrisburg.

At the time the factory had under consideration applications from two of established dealers of that city, but Leisher's enthusiasm and earnestness was convincing, and the contract was eventually awarded to him. Leisher did not relinquish his position with the railroad company at once, but stayed with that job as a source of income until his new business got on its feet, so as to avoid heavy drain on his initial capital. He used the evening hours and holidays to visit prospects and hustle after business, and opened a small and inexpensive store and repair shop to take care of the work. He went with the riders on club runs, took part in hill climbs, demonstrated, distributed Ace literature, dug up new prospects and pounded home selling ideas to old ones.

NOTE the significant fact that Leisher is building his success by practicing what he preaches. He rides 'em to sell 'em. He gets out with the boys, helps put over their tours and hill climbs and takes part in them. He is cashing in on the idea that motorcycling is a sport.

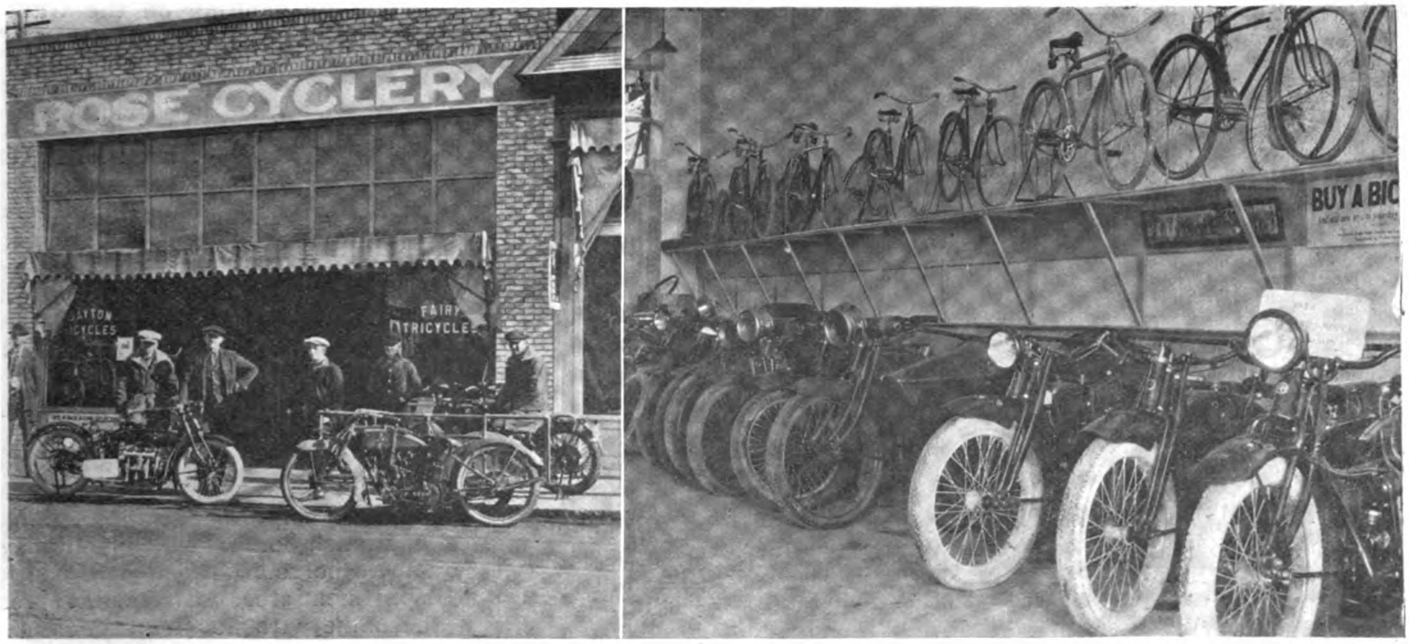
And it didn't take such tactics long to begin to bear fruit. The first sale was closed within a few days, and before the following week closed Leishner had three more prospects ready to sign on the dotted line and pay deposits on new Aces.

He is now making arrangements for a new and larger store which he expects to have ready to move into early in the Spring. His following continues to grow steadily larger, and he consistently follows on an enlarged scale the same go-get-'em tactics o creative salesmanship that made hi start so successful. All indications are for a humming 1923 season, Leishe says, and he considers that the bes decision of his life is when he made up his mind to go into the motorcycle business for himself.

GAS MEN BOYCOTT MOTORCYCLES

MOTORCYCLISTS are not in good standing with the gasoline station fellows who man the filling stations all along the main highways. The filling station men declare that the gas bikers have only themselves to blame. On the other hand, the go-bike fellows complain with much bitterness that the real reason for the wicked sentiments that prevail is because the filling station barons do not care to fuss with the rather small trade afforded by the motorcyclists. The gas fillers come back with the answer that the reason is because all summer the gas bikers raised rough-house at many wayside stations. Whatever the cause may be, some filling station men will not sell gasoline to the motor bike fellows. Several filling stations who tolerate what they call the piking trade of the motorcyclists, have two prices for gas; 26 cents for the autoists and 50 cents for the scooters. "I'm off those motorcycle fellows," declared a filling station captain to the writer the other day.

—Worcester (Mass.) News.



The new store of the Rose Cyclery at Portland, Ore.

A Model Store

By C. E. B. Clement

THE newest addition to the motorcycle colony of Portland, Ore., goes under the name of Rose Cyclery, and is owned and managed by L. C. Rose, better known to the trade as Carl Rose.

The new store was built by Mr. Rose especially for a motorcycle store. Particular attention was given to having plenty of good window display space. The sales floor is long and narrow, with the motorcycles ranged along one wall; new models to the front and older models towards the back. Just above the row of motorcycles is a narrow shelf along which are displayed the various models of bicycles handled by the firm. On the other side of the room are the showcases for accessories.

The parts department is on a balcony at the back of the salesrooms and extends into the shop, being reached from either place by stairs.

The shop is a marvel from the standpoint of lighting. The entire east and south walls are of glass, set in steel sash, while a large skylight covering almost half of the ceiling space, gives a direct overhead light that counteracts any shadows from the side lights. The equipment in the shop is every bit up-to-date, modern machinery, and includes several pieces not ordinarily found in a motorcycle shop. These were added, as several others will be added, to take care of "that special job" that sometimes arises.

Louis Carl Rose is not a newcomer in local motorcycle circles. He got off to a flying start in this line in 1910 with the agencies for the Marvel, Wagner and Curtis. In the fall of 1911 he took on the Excelsior line, and soon boomed it into great popularity in this territory. He was a great rider in those days and competed in many a race meet and endurance run.

Many of the wins which the "Good Old Ex" hung up on Northwest tracks in those days were because either Rose or his right hand bower, Harry "Red" Cogburn, were astride the winning motor.

He kept the Excelsior agency until the early part of 1919, when he sold out to the Merrill-Strine Cycle Company. Rose then dropped out of motorcycle history for about a year, coming back into it in the fall of 1920 with the Ace agency and no store. In 1921 he bought out the Dayton Cycle Company and moved the Ace agency into that store, meanwhile starting plans for the construction of the present building.

In June of this year the new building was completed and he moved to the east side, and when the Strine Cycle Company went to the wall, he did not ponder long before accepting L. E. Crosser's offer to take over the line with which he had so long been familiar. The East Side Motorcycle Company, also handling the Ace, are near neighbors, so Rose plans to drop the Ace altogether and push the Excelsior-Henderson lines to the limit.

ADVERTISING RADIOGRAMS

By W. E. Stauter, Advertising Mgr., Davis Sewing Machine Co.

It's a wise manufacturer who knows where his advertising money is going.

Don't expect to put over an advertising campaign in a week; even Dempsey trained two months for a big scrap.

Don't stop advertising to save money; continue it to make money.

Advertising isn't an extra or an accessory, but part of the business machine.

Send your sales thoughts abroad.

Study the results of advertising in terms of sales.

Advertising doesn't dazzle anymore, but it still shines.

Good advertising is wasted if the follow-up is weak.

Advertising pays only if it pays the advertiser.

The right space can best be determined by experience.

Sane advertising follows the line of sales effort.

Few advertisements tell too much.

When you talk to a crowd you use a megaphone. Advertising is the megaphone of business.

The manufacturer that sends its salesmen only to the dealer and its advertising only to the public is overlooking its biggest bet.

The advertiser in the trade papers is always an optimist.

The trade paper is at the dealer's elbow six days a week.

When the dealer says "Where" the advertisement answers "Here."

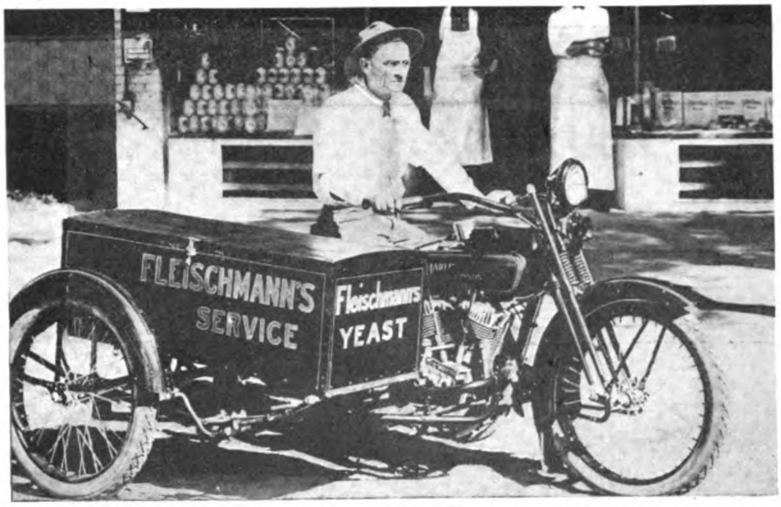
If you need sales, advertise.

If your salesmen need help, advertise.

Motorcycle and bicycle trade papers are trade getters. Try them with the right copy and be convinced.

SALESMEN, HERE'S A TIP

"It never pays to sell a man an article he does not want. He usually remembers it when he has to buy something he does want."—Irish Cyclist.



L. H. Bailey's meal ticket week days which he shifts to a touring outfit with a sidecar body for Sunday and holiday outings.

COMBINES BUSINESS WITH PLEASURE

L. H. BAILEY, of Ft. Collins, Col., who is distributor of Fleischmann's Yeast in a large territory in northern Colorado, has found that his work can be quickly and easily done with a motorcycle. His outfit covers an average of close to a hundred miles per day, and since Mr. Bailey took over this territory last March he has never missed a delivery from any cause whatever. The side van which he uses is mounted on a regular passenger chassis, and week-ends and holidays he detaches the body and mounts the regular sidecar body on the chassis, and he and Mrs. Bailey go touring in the mountains. The Baileys have been among Colorado's most consistent motorcyclists for the last five or six years, and the fact that the motorcycle is so efficiently serving Mr. Bailey in his everyday work has not the least dampened their enthusiasm.

Attracting the Passersby to Your Store

By M. C. R.

THERE are many ways of inviting the glance of the passerby to rest on your window display or on your store in general. Signs overhead, at the curb, or in the window will attract some, but put your sign on the sidewalk and you'll catch the eyes of everyone, excepting those of the man who is watching the wind play with the flappers across the street. Maybe he isn't interested in bicycles or motorcycles, anyway.

The sign painted on the sidewalk is not a new advertising stunt, but the particular method to be explained here is, as far as can be learned, a new one.

The accompanying illustration tells most of the story. Don't use calcomine, whiting, or water coloring for the lettering or designs, as it will take only a few pedestrians to wipe that out. Use a good white lead oil paint. It won't matter if you are not an artist. Irregular, uncertain print attracts as well as neat printing, maybe more. If you need a pattern for the shoe marks, use your shoe and trace the design around it on the walk first. Then fill inside the outline with your white paint. The tire tread design can be laid with the aid of another man to hold the tire. Apply the paint to the tread of the tire, being careful to cover only the pattern so that you will get a clean-cut impression by slowly rolling the tire along across the walk to the curb. In this way you practically "ink" the tire like a rubber stamp and then make your printed impression on the sidewalk.

If you like the work, go a little farther by painting on the walk th following significant legend: "W Take You Off Your Feet."

Why Girls Leave Home?

It is often well to hook-up the stor with some popular movie that peopl know about. That is good advertising and attracts attention to the store. "Why Girls Leave Home?" is a movi that is now going the rounds tha people know about and a very attractive window display can be based o that.

The window should be divided int two parts. One part should b trimmed to resemble a dark, dingy room in a home with two or thre people sitting around the table looking very much bored. The dealer may b able to borrow dummies from a loca department store. That will represen the home with no motorcycle.

The other portion of the windov will show the motorcycle and sideca with a happy family, including a gir in it out for a spin.

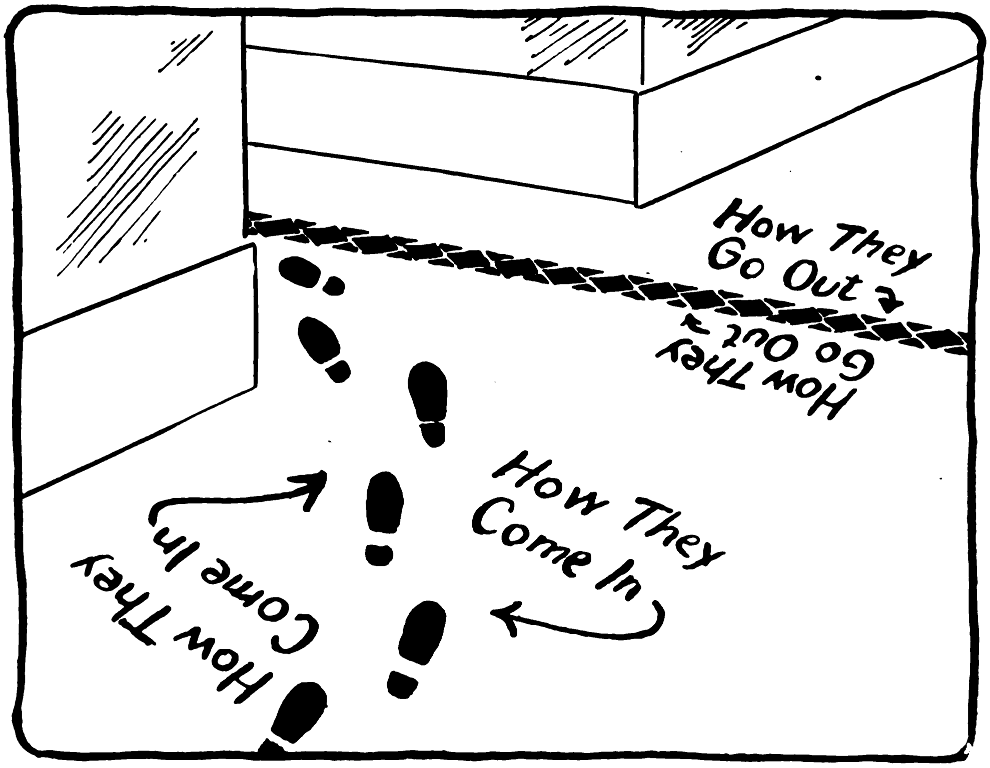
A sign in the portion of the window which shows the home without a motorcycle, will read something like this: "Why Girls Leave Home?"

WAS NOT VERY ANXIOUS

A SCOTCH workman was slipping out of the garage during business hours to "wet his whistle" whe he ran into the boss.

"Hello!" said the latter pleasantl "were you looking for me?"

"Ay," replied Sandy, "I wis lookin for ye, but I didna want tae find ye." —Irish Cyclist.



Why Bicycle Dealers Go Bust

By Ray E. Garner

I HAVE just finished a 1600-mile trip through Kansas. I stopped in about twenty different towns and called on about thirty bicycle dealers during the trip.

Out of the thirty bicycle stores or shops that I visited three were real bicycle stores. The rest were repair shops. They could not possibly be called stores.

The three real bicycle stores that I called on were doing a big business and had no time to complain of dull times. In one of them, on a Saturday morning, in less than three hours they sold seven new bicycles. I asked the dealer "how come" such bicycle sales, and his answer was, "Advertising and a clean store." His bicycles were attractively displayed; his store was spotlessly clean; his clerk was neat, and did not have to wipe his hands on his overalls and then come out of the repair shop to talk to his customers.

Mr. Bicycle Dealer, as long as you are content to run a repair shop instead of a bicycle store you are going to do nothing but a repair shop business. When you wake up to the fact that you must clean your store up and display new bicycles in an attractive manner, then you will do a real bicycle business. You can then sell to the most aristocratic person in your town. And above all you must advertise.

In some of the smaller towns where the dealer was running a repair shop instead of a bicycle store I would find the dealer complaining. Business was bad, the hardware stores were getting the business or else the buyers were sending to the big town to get bicycles. When I see some of the shops in which bicycles are sold I do not wonder that the people send away for bicycles. I would send away myself if I lived there.

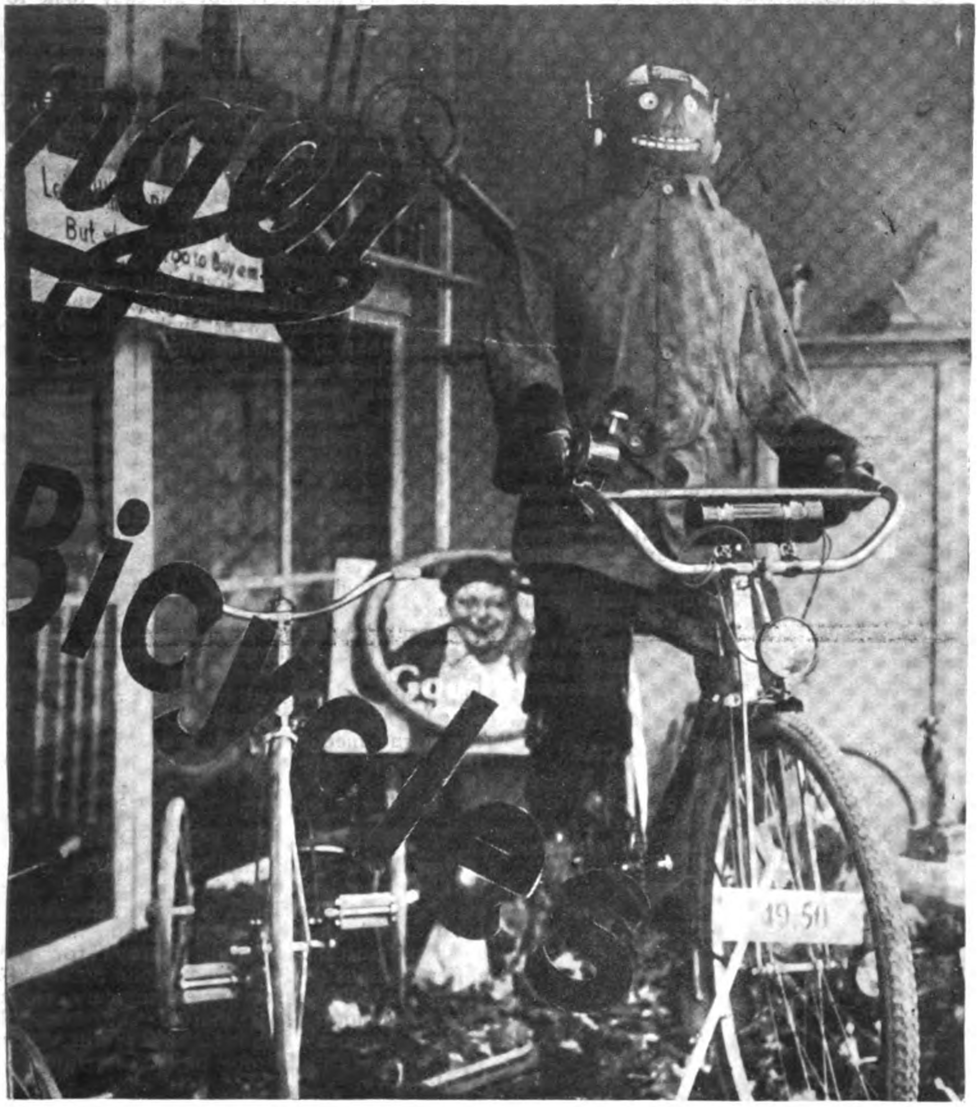
The bicycle is a legitimate business. I can't conceive of a business that deserves a nice store any more than a bicycle business. If the dealers would only realize this the bicycle would soon be where it belongs.

One bicycle dealer who was a member of the Rotarians said: "Garner, I am sometimes ashamed of the business I am in when I get around the country and see the slip-shod way in which bicycles are sold. Hardly a dealer belongs to a real organization. They make no attempt to get into the Chamber of Commerce or other civic associations, or the Kiwanis or Rotary clubs. It is little wonder that the bicycle business is looked down on the way it is."

This dealer is right. I have called on a couple of hundred bicycle dealers in the last year and I don't believe that ten of them were active enough to become a member of any one of the above mentioned organizations.

Another place where the bicycle dealers are lame is in window displays. It has been so long since I have seen a real bicycle window display that I have almost forgotten what one looks like.

In making my calls around the territory I will be glad at any time to help any bicycle dealer decorate his window. Try me and see.



WHEN John P. Hooper, successor to John Sykes & Company, of 145 North Broad St., Trenton, N. J., wished an unusual amount of attention for his latest display of bicycles and motorcycle accessories in his show window, he rigged up a mechanical bike rider, mounted on a Ranger wheel. The life-like movements of the figure not only brought forth comment on the novelty, but also excited curiosity as to the means of operation, an electric motor which was concealed from view. Incidentally, the public became acquainted with the fact that Hooper was in the market to supply radio equipment for the reason that this attraction was rigged up with a receiving set, ear pieces being attached to the ears of the figure, representing the last word in advancement along these lines. Mr. Hooper, who is one of Trenton's (New Jersey) leading bicycle merchants, keeps his store ever before the public with novel mechanical attractions.

With *the* Trade

J. McL. SEABROOK BACK WITH HENDEE

Springfield, Mass.—Following along the Hendee constructive program for more intimate dealer co-operation, comes the announcement from Sales Manager J. B. McNaughton, that J. M. Seabrook has been appointed Indian traveler for the States of Virginia, North and South Carolina. Further announcements which will issue from the Wigwam shortly, will indicate that "MAC" since assuming greater responsibilities at the Wigwam, has been giving serious thought to the establishing of closer factory relations with the dealer organization and assisting them to greater development as motorcycle merchants. Mr. Seabrook broke into the motorcycle business in 1912 as salesman for H. A. French & Co., of Washington, D. C. In September, 1913, he was promoted to Manager of this Branch, succeeding C. S. French (deceased), and continued in this capacity until February, 1918, when he followed the footsteps of thousands of other loyal Americans and joined up with Uncle Sam in his argument with Kaiser Bill. He was detailed to the motorcycle section of the Motor Ambulance Supply Depot at Louisville, Ky., which was in charge of Lieut. John L. Seidell, a former Hendee employee. Leaving the service he was employed as traveler for Hendee, covering Indiana, Illinois and Kentucky, resigning after a year to accept a position in Alabama, which position he left to come back again with the Indian organization. That Mr. Seabrook is exceedingly popular and a hustler is reflected by the splendid volume of business coming in from his territory south of the Mason & Dixon line.

DOUBTING THOMAS CONVINCED

Middletown, Ohio.—Edgar Boren, Jr., Sales Manager, Miami Cycle and Manufacturing Company, says that many manufacturers are like one of those new rich chaps, who took his wife to the theatre and asked the usher: "Say is this a good play?" The Usher: "Why yes. I think it is very good." He turned to his wife, and said: "There mother, I told you it was a good play." He took the word of the usher instead of deciding for himself. Some manufacturers refuse even to do that much. Some few weeks ago, Mr. Boren, Jr., decided to find out if advertising would pay his firm and used a couple of half pages in each trade paper. For two weeks thereafter they were answering from 50 to 65 inquiries a day from dealers. They now know that trade papers pay and are preparing a campaign in these papers. Mr. Boren, Jr., states that this advertising found them prospects they didn't know existed and they believe that advertising will build their business. They are not satisfied in just getting a share, they want all that it's possible to secure. Today the Miami firm is working nights to get out orders on hand, and deliveries are still far behind. Raycle, Flying Merkel and Miami Bicycles are being sold on scale that proves prosperous bicycle days are with us again. The Musselman coaster brake is being used on all these bicycles as well as a great many bicycles of other manufacturers, and its popularity is growing.

POTTENGER MOVES UP A NOTCH

Cincinnati, Ohio.—J. W. Pottenger, formerly assistant sales manager of the Corcoran-Victor Company, motorcycle lamp manufacturers, has been promoted to sales and advertising manager. Mr. Pottenger has the personality, character and enthusiasm that make a successful sales manager. As he states the reason why Corcoran-Victor lamps are used by practically every motorcycle manufacturer today is because we first made an analysis of what was wanted, then produced lamps that would fill that need. When we obtained it, Mr. L. K. Cohn, who has charge of our Detroit office, the type of fighting salesman to place this lamp before the motorcycle manufacturers, we got the business.

A. C. Rice, who goes with the Great Western Sales Company, of New York.

KRUGER LEAVES NER-A-CAR

Syracuse, N. Y.—William "Skip" Kruger, who has been traveling through the East and Southeast for the Ner-A-Car Corporation, has resigned his position. Skip has not announced as yet his new connections.

J. McL. Seabrook, new Indian traveler for Virginia and the Carolinas.

"GUS" RICE MAKES A CHANGE

New York.—A. C. "Gus" Rice, vice-president in charge of sales of the Cyclemotor Corporation of Rochester, N. Y., has tendered his resignation with that company, effective December 1st, and is to become an officer and director of the recently organized Great Western Distributing Corporation, 21 Murray street, New York. As everyone in the trade knows, Gus has been deeply rooted with the Cyclemotor people for several years and it was therefore not an easy task for Major Arthur E. Lonn to obtain Mr. Rice's services. It is evident that the officers of the Great Western Distributing Corporation are greatly pleased and feel that they are to be congratulated in securing, as one of their co-officers and associates, a man who is so well known in the cycle industry, and it is assured that the dealers will be mighty glad to meet Gus Rice as he calls on them, for he is to personally cover the New York and Pennsylvania territory. Great Western bicycles and bicypedes, Kumfy Kab baby carriages and Johnstone cord automobile tires, which comprise the selling lines of the company, are meeting with such a hearty reception that 21 Murray street is about as busy a place as can be found in downtown New York, which is all the more reason for Lonn, Leng and Tozier adding such a versatile personality to the organization as Gus Rice.

KILBERT BACK ON THE JOB

Milwaukee, Wis.—J. G. Kilbert, Manager of the Parts & Service Department of the Harley-Davidson Motor Company, Milwaukee, is back at his desk, after a forced six weeks' vacation due to illness. "Joe," as he is better known throughout the industry, suffered a breakdown several weeks ago and was ordered to take an indefinite rest by his family physician. The rest was the right medicine, and Joe says that he feels better now than before he was taken ill.

SHILLAN OFF FOR HOME

New York—Jack Shillan of Shillan, Beck & Co., who has been in America for the past six weeks, sailed Tuesday on the Aquitania, for his native England, and another year of hustling through Europe for the different lines of American goods he represents, including motorcycles, sidecars, farm tractors, motor boat motors and kindred lines. American manufacturers will do a nice business in Europe in 1923 is Shillan's prediction.

CLEVELAND'S NEW ENGINEER.

Cleveland, Ohio.—Mr. L. E. Fowler, formerly on the editorial staff of Motorcycling and Bicycling of Chicago, has joined the engineering staff of the Cleveland Motorcycling Mfg. Co. He will be in charge of development and experimental work. Mr. Fowler has some lightweight ideas of his own and we may get some surprises from the Cleveland factory.

FANNING HITS NEW YORK

New York—H. P. Fanning, Eastern traveler for the Eclipse Machine Co., slipped into New York and out again last week. He stayed long enough to report that business is good throughout his territory. Factories are back practically on full time, most of the strikes are settled and the dealers are looking forward to a big holiday business.

A NEW IVER JOHNSON

Fitchburg, Mass.—Not content with having built up a most enviable bicycle business, the Iver Johnson's Arms & Cycle Works, are now manufacturing a complete line of velocipedes. Mr. J. Lovell Johnson, president of the company, in referring to this latest product of his company, said that it represented in its mechanical get up, an experience of manufacturing fine firearms and bicycles, covering a period of more than fifty years. These velocipedes were first shown at the Atlantic City bicycle exposition in September, and judging by the interest their appearance aroused among the trade present, they bid fair to equal, if not eclipse, the popularity of the Iver Johnson bicycle. Built like a bicycle, they are a distinct departure in many ways from what has generally been accepted as a standard built velocipede. Forgings, flush joints, rake to fork like on a bicycle, a new method of spoking together with more and heavier spokes to each of the three wheels, are noticeable points of difference. The front wheel is easily assembled in the fork by an ingenious forged housing, free from nuts or projections. They are finished in two colors—Iver Johnson blue and red, with white head, with full nickel fork, and with the regular Iver Johnson name plate reduced in size. These velocipedes are priced at a popular figure, and carry a good margin of profit, we understand, for the dealer and there is some territory still open.

GRIPTITE HOLDS 'EM TIGHT

New York City.—For years cyclists have had trouble with the heads of their mounts. Their troubles have been caused by handlebars working loose, either through threads on stem becoming worn or the lock nut not binding tight enough. To eliminate their troubles and also risk in riding, Stevens & Company announce Graptite, a new compression head lock nut, which is claimed to do away with troubles of loose handlebars and stems. Griptite replaces the ordinary head lock nut. It is tapered and a split ring is wedged down firmly as the upper nut is screwed down firmly against the head stem, thus locking the stem to the fork. By providing this additional support of the stem the new Stevens head lock nut makes it unnecessary to draw up the expander bolt tight, and relieves the execessive strain of the bolt on the lower part of the handlebar stem, which prevents the latter from breaking.

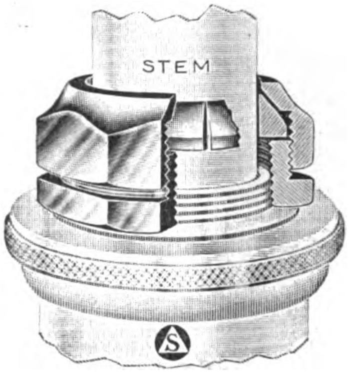
Griptite is claimed to also prevent the fork from working loose even when the threads on the fork are worn and it also keeps the head bearings properly adjusted so that fork is always firm. The new compression lock nut is easily fitted in place of the ordinary lock nut without the necessity of alteration. Griptite is furnished in two threads—1x24 and 1x26.

The Cyclemotor Corporation, manufacturers of Evans Power Bicycle, have adopted the new Stevens compression lock nut as standard equipment on their bicycles.

NO INCREASE IN PARCEL POST RATE

Washington, D. C.—Rumors which have been circulated throughout the country, to the effect that an additional rate of 3 cents per package will be imposed on all parcel post packages after January 1, next, have been set at rest by a statement which has just been issued by the Third Assistant Postmaster General. While, it is said, the question of rates on parcel post packages and other classes of mail have been the subject of study for some time, the Department has no intention of imposing any additional postage charge on parcels at the present time.

S. B. Francisco, New York and New Jersey Westfield traveler



Griptite, the new Stevens & Company compression lock nut for bicycles

Jack Shillan and Hi Hascall, of Shillan, Beck & Co. Hascall driving

S. B. FRANCISCO JOINS THE WESTFIELD

Westfield, Mass.—S. B. Francisco, who has been associated with the New York office of Edwards-Crist Company for the past two years, covering the States of New York and New Jersey, has joined the sales organization of the Westfield Manufacturing Company, to take charge of Columbia sales in this same territory. Mr. Francisco made a notable sales record during his two years with Edwards-Crist, and he will make a valuable addition to the Columbia sales force. Previous to Mr. Francisco's entering the cycle business, he was traffic manager for the Globe Transportation Company, of New York City, handling a large volume of motorcycle and bicycle business for export to European and South American countries. Mr. Francisco's direct association with the bicycle industry has enabled him to become very familiar with the dealers in the States of New York and New Jersey, together with numerous jobbers and manufacturers whom he met at various times, while attending shows, motorcycle rallies, etc. The Westfield Company has increased its sales force approximately 100% during the past few weeks, so that Columbia bicycle dealers throughout the country might receive the full measure of service they have come to expect from the Columbia makers.

SPANISH AS SHE IS ADVERTISED

Washington, D. C.—Many American manufacturers who attempt to sell goods in South America are defeating their own efforts by their lack of knowledge of the Spanish language and the colloquial speech of the countries in which they advertise, according to reports received at the Department of Commerce. So widespread has the use of poor Spanish become that Secretary Hoover has appointed a committee of advertising men to take the matter of correct advertising in foreign tongues up with American exporters. Copies of numerous advertisements have been received in Washington as exhibits of the carelessness with which many manufacturers treat their foreign advertising. One advertisement endeavoring to praise the qualities of a drink made of the pure juice of Concord grapes boldly declares to all readers that the beverage is a "pure pumice of fingernails of Concord—without adding nor subtracting nothing."

GUTHRIE IS HAPPY

Portland, Ore.—That the Northwest demand for Harley-Davidson motorcycles is a source of gratification to officials of the Milwaukee establishment and to Verne Guthrie in particular is evidenced by the statement of the latter to the effect that the Portland warehouse has received to date this season as many 1923 models as there were 1922 models received during all of last year.

According to Mr. Guthrie, sixteen carloads of 1923 Harley-Davidsons have arrived on the Pacific Coast during the last three months and two more cars are en route. During all of last season but 32 cars were shipped to the Coast.

EXPORT OF MOTORCYCLES

Washington, D. C.—During September, 1,360 motorcycles were exported from this country. Their value was $321,731 with a unit value of $236. In August the total was 1,011, valued at $241,676. In September of 1921 the number was 584 and the value $151,165. Parts of motorcycles, except tires, exported in September, 1922, were valued at $86 288. In August the figures were $100,729 and in September of 1921 the value was $158,721.

Among *the* Dealers

NO MOTORCYCLE DEALER

Sandusky, O.—Sandusky is a good factory town with a rich farming community around it. It has a population of 22,000 and no motorcycle store. A splendid possibility for a live wire.

NEW DEALER AT UKIAH

Ukiah, Cal.—George David, for a number of years a valued employee of the **Ukiah,** Cal., postoffice, has purchased the McKesson Cyclery of North School street and is now conducting the business.

HAS A SOLO RIDEAWAY PARTY

Wooster, O.—J. R. Bruce has just returned from the Harley-Davidson factory where he rode one of the new models back to Wooster. From all indications business has improved he claims, and that he has had more prospects this fall than he has had since he has been in business.

SELLS ONE TO POLICE

Lexington, Ky.—Adams & Young, Harley-Davidson dealers, have just sold the Fayette County sheriff a new 23-J model for patroling the county highways. Mr. Young expects to buy Mr. Adams' interest in the business and will open up a new store just a few doors from the old location.

YOUNG SELLS HARLEY-DAVIDSONS

Danville, Ky.—Dennis Young has just been appointed Harley-Davidson dealer at Danville. He has ordered out his demontsrator and claims that he has several prospects who are waiting to give the new model the once over. Mr. Young has been a motorcycle rider for years and decided that he could make some extra money by selling new machines, as he has a large acquaintance in this section of the State.

HOOD TAKES WADSWORTH AGENCY

Akron, O.—"Bob" Hood, one of the best known motorcycle riders and dealers of Akron, has just taken on the Harley-Davidson agency at Wadsworth, O. Mr. Hood has been in the game a good many years. He was formerly with the Lister Motorcycle Co., Harley-Davidson dealers at Cleveland, O., and then opened up a store of his own in Akron a few years ago. He has already moved all of his equipment to Wadsworth, and states that he is is in a position to give all riders here first-class service, and is glad to be back again with his first love.

SCOTT ADDS TO HIS STRING

Marion, Ind.—Glenn A. Scott announces that he has appointed a new sub-dealer in Peru, the county seat of Miami County. It is quite a farming center, and Mr. Scott feels that his new representative there, George Hillsman, will make a success of the Harley-Davidson agency. Mr. Hillsman has been in business in Peru for some time, having run a tire and vulcanizing shop. This business has put him into touch with the class of people who will be his most likely customers in his new enterprise. The first new 1923 Harley-Davidson was delivered to Hillsman last week, with a new sidecar attached. This machine will be used as a demonstrator. Paul's father and brother will be associated with him in the business.

A BETTER IDEA FOR SELLING DEALERS

Cincinnati, Ohio—Raymond Hummel, of the Indian Motorcycle Co., 30 W.12th Street, Cincinnati, Ohio, Indian dealer, feels that much effort made in the past years to secure dealer co-operation has been psychologically wrong. Mr. Hummel states that it would be better if manufacturers would change their attitude toward dealer co-operation; that instead of asking dealers to do anything specific they would, instead, urge them to make all the money possible out of motorcycles and accessories, while the manufacturer should advertise on a larger scale and pay for all advertising. The Indian Motorcycle Company are good advertisers, spending close to 5 per cent. of sales. They use newspapers regularly, and when the recent State soldier bonus was paid they sent letters to each veteran, totalling close to 20,000 letters. They also got the co-operation of one of the big Cincinnati daily newspapers and ran a column motorcycle news and furnished all the material for this paper. They have a splendid store and know how to display both motorcycles and bicycles to the best advantage. Mr. John Most has the execution end of the business and Mr. Raymond Hummel interests himself in the sales and advertising. The repair department is handled efficiently by A. Wehrman, one of the few motorcycle repair experts in Cincinnati.

INDIANAPOLIS BRIGHTNESS

Indianapolis, Ind.—Don Pope, who sells Ace and Indian motorcycles in Indianapolis, reports strong improvement in the demand during the past month. His handsome store on East Washington street, with its wide expanse of show windows, attracts much attention. His window displays serve as effective advertisements, with the gleaming red enamel of the Indian and the lustrous blue of the Ace as dominant features. Pope noticed marked effects resulting from Baker's transcontinental ride with the Ace. He states that his customers, many of whom know Baker personally, were deeply impressed by the way the machine stood up under the "big fellow's" hard riding, and that this is regarded as more important than the precise number of days and hours used in making the journey.

PERSONAL SERVICE PAYS

Reading, Pa.—The experience of J. Charles Cole, Ace dealer of Reading, Pa., is significant of the business-creating power of personal attention to the interests of a dealer's customers. When a new Ace rider buys a machine from Cole, the latter not only furnishes proper instructions in use of the machine but keeps tabs on the rider for several weeks to see that those directions are followed out properly. He goes out on his Ace demonstrator, calling on prospective buyers, showing the machine to possible future customers and meeting other motorcyclists. Whenever he encounters a new Ace rider he stops and starts a conversation. "How's everything running? Good, eh? Well, that's all right, but how much oil have you in your motor? Don't know? That's what the oil gauge is on the engine for. Let's look. Ah, two points; see? That's all right now, but it shouldn't be allowed to get any lower, so be sure to put in another quart of oil before you put your machine up for the night. Never more than four points on the gauge or less than one and a half is the rule, remember." And so it is regarding any point that the rider may show himself uninformed about. If his carburetor is out of adjustment Cole shows him now to set it properly and how to avoid similar derangement in the future. Cole furnishes a good example by his own use of a machine, and is very much among those present when any sort of activity is launched. As a result of his methods Cole's sales have thrived. Reading is not a particularly large city, but the number of machines he has sold this year compare very favorably with the accomplishments of less alert dealers in cities three or four times its population. The moral of which is: Service pays.

GOOD BUSINESS IN LEWISTOWN

Lewistown, Pa.—Lawrence L. Bunker, Harley-Davidson dealer in Lewistown, Pa., has rolled up his sleeves and made thorough preparation for a very busy 1923 selling season. Finding a brisk demand for four-cylinder machines in his territory, he recently signed up with R. S. Woods, traveling representative, for the Ace dealership in his district, and is now closing sales with several live new prospects that developed immediately. Mr. Bunker reports more men appear to be considering the purchase of new machines than at any time since the big boom collapsed. He attributes this partly to the improved earning power due to the men all being profitably employed again and partly to the more attractive values offered by the reduced prices of the machine. The present prices of motorcycles, he points out, have dropped in proportion far more than the general average of wages, while the machines have undergone important improvements and are actually worth more than the models which sold for one-third to one-half more money a year or two ago.

HE LIKES COMPETITION

William Wrigley, Jr., isn't afraid of competition. As a matter of fact, he likes it. Even if he had the chance he would not absorb all the chewing gum manufacturing business of the country. When he was asked if he would like to do away with competition he replied:

"No. There is nothing quite so beneficial to a business, it seems to me, as having good, clean competition such as we have. If it were not for competition our organization would not be up on its toes continually as it is now. Things would come too easy."

With Mr. Wrigley this is not just talk. During the war one of his competitors ran out of chicle and was unable to buy a supply anywhere. For a time it looked as if that manufacturer would have to close down. When Mr. Wrigley heard of the trouble, he, having a large surplus supply of chicle on hand, said: "Let him have a carload. We cannot afford to have them go out of business. They do us too much good."

Mr. Wrigley doesn't look upon his competitors as enemies but as friends. They help to make him and his organization do what he and his organization ought to do.

Without competitors many of us would not progress.

"BOWIE THE HUSTLER"

Washington, D. C.—H. Addison Bowie, the popular Harley-Davidson dealer in the nation's capitol, which is a city of 365,000 people, had actually sold 166 and actually delivered 139 new 1923 models up to November. He looks forward with every confidence to selling at least one machine to every thousand inhabitants of his native city during 1923. His success is based upon the overwhelming confidence he has in the machine he sells, and the people that make it, plus a personality that has attracted and holds around him an efficient, satisfied personnel that is backed up by the fact that the boss is always on the job and at the instant disposal of the lowliest customer. Bowie radiates optimism. His business is conducted conservatively. He makes no wild trades in order to make new sales, has less than twenty second-hand machines on hand and never sells a second-hand machine without taking his legitimate profit. His idea of a vacation is his semi-annual trip to the factory. He rides a motorcycle every day in the year, promotes picnics and runs and owns several racing machines, is a consistent advertiser and a generous contributor to all sporting events.

WALKER STEPPING FAST

Boston, Mass.—S. E. Rapkin, the hustling manager of one of the stores of W. J. Walker, Ace dealer of Boston, has just returned from a two-day visit at the Ace factory in Philadelphia. He was keenly interested by the humming activity he observed at the big factory. Rapkin showed the factory folks a number of examples of the local advertising which has proved very effective in use by Walker's organization in Boston. His newspaper ads are arranged so as to stand out and catch attention even though not large enough to be unduly expensive—this effect being produced by judicious use of white space so as to focus interest on the type. He also showed several novel advertising cards and announcements which have been mailed out to a large mailing list. One of these called attention to the economy and dependability demonstrated by Baker's transcontinental ride. Others featured the low 1923 price, the Walker easy-payment plan, and other details that stimulate the interest of prospective buyers. Walker has developed many profitable sales by supplying motorcycle information through this channel. In his wholesale activity as distributor, Walker has reaped results rapidly, and recently signed up more than 25 dealers to handle the Ace in his territory.

DEALER IS INFLUENTIAL

Thompsontown, Pa.—One of the prime movers of Thompsontown is R. L. Rumberger, garage owner, motorcycle dealer and all-round go-getter. Thompsontown is only a small place, but Rumberger has found room in it for wide activities. He has been a leader in many important projects for civic improvements and co-operative trade campaigns to help business conditions in that locality. Taking the Harley-Davidson agency several years ago, when practically no motorcycles of any kind were used in that vicinity, he transformed the town into a thriving Harley-Davidson community, with a large number of machines in service in Thompsontown and surrounding area. The Thompsontown hill climb, recently held, where Orrie Steele set a new record for a hill that had never before been topped by a motorcycle, was promoted by Rumberger. Rumberger has secured the Ace dealership for Thompsontown for 1923 and is applying the same energetic methods in spreading the four-cylinder idea throughout his realm.

St. Onge Off For Another Year

W. G. Schack Heads C. T. A. Publicity Committee. First Act Is to Re-engage Bicycle Booster and Send Him on His Way

ANNOUNCEMENT is made at headquarters of the Cycle Trades of America, Inc., 35 Warren street, that President Southmayd appointed the Publicity Committee for this year's campaign, the members of which are W. G. Schack, of the Emblem Mfg. Company, chairman; W. M. C. Foster, of the Mead Cycle Company; J. Lovell Johnson, Iver Johnson's Arms and Cycle Works; DeWitt Page, New Departure Mfg. Company; H. P. Hansen, Chicago Cycle Supply Company. The appointment of each of the members of the new committee has been approved by the presidents of the respective associations each represents, and it is said that entirely different plans will be worked in the conduct of the new campaign.

Committees' First Act

The first act of the committee, which held a short session last Friday, was to re-engage Fred St. Onge, the versatile bicycle booster. Only tentative plans were discussed for the ensuing campaign and complete details of the program for the year will be released when the committee will go into conference in the course of the next few weeks.

A new route list has been compiled for St. Onge and he will be in Raleigh, N. C., next week, the first city. Following Raleigh, he will go to Greenville, S. C., to be there the week of November 20; Columbus, Ga., week of November 27; Montgomery, Ala., week of December 4; Pensacola, Fla., December 11; Baton Rouge, La., week of December 18.

After working through Texas, New Mexico and Arizona, St. Onge will embark for California, Oregon, Washington and Utah.

It is expected this will be his greatest year of bicycle boosting for many new ideas will be introduced, and close co-operation of all dealers and newspapers in the cities to be visited is looked for. The dates of the cities to be called on, following Baton Rouge, will be announced in due course.

Dealers to Co-operate

All the dealers in the cities mentioned thus far are urged to mark their calendar ahead and be prepared to expect Mr. St. Onge on the date designated for their particular place, and to jot down any ideas they might have that can be included in the program to be laid out by him. It is suggested that close attention be paid to the results of his activities in preceding cities so as to get an idea on how to arrange things.

FRED ST. ONGE

POINTS TO KEEP IN MIND

IF a note properly executed is burned up by accident, stolen, or lost, the maker is still liable. He must pay his full obligation provided the consideration for which the note was given and the amount due can be shown.

W. G. SCHACK,
Chairman Publicity Committee, Cycle Trades of America.

If a note hapens to be drawn up in such a manner that the time of payment is not included, the law assumes that it is payable on demand. In drawing up notes, this fact should be kept in mind, as it may make a great difference when the matter will be settled.

The question sometimes arises whether a lead pencil signature is legal. It is so considered if legible and if it bears no sign of having been changed.

Many people think that if they hold a receipt for money or a bill, that this settles the whole matter. Such a receipt is not necessarily conclusive if it can be shown that the settlement was made in such a manner as to involve loss through misunderstanding; or if the check given in payment does not prove to be good; or if errors can be shown in the transactions covered by the receipt.

Everyone should know that notes drawn on Sunday are of no value whatever, and that contracts agreed upon on Sunday cannot be enforced.

It is assumed that people doing business are informed concerning the law. Consequently ignorance of the law is no excuse for violation in any respect.

Notes only bear interest when expressly so stated. Otherwise it is assumed that the sum mentioned covers the entire obligation.

Contracts made with minors, lunatics, or those pronounced mentally incompetent, are void.

An agreement to be legal must involve a consideration. This consideration must be a legal one or the contract is void.

Checks and drafts must be presented within a reasonable time for payment.

A note or contract obtained by fraud, cannot be collected and in some states, proof of intoxication on the part of the signer at the time of the signing, makes the contract void.

In a straight partnership, the acts of one are binding on the rest of the firm.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

For Harley-Davidsons

(1)—With the cooler weather I find that the oil I am using in my Harley-Davidson twin makes starting more difficult. Please give me the name of a suitable lubricant to overcome this.

ELMER DETRA.

Chicago, Ill.

Answer

(1)—If the temperature is below 32 degrees, use Harley-Davidson Winter Oil or Mobiloil A. If above 32 degrees, use Harley-Davidson Oil or Mobiloil B. Your dealer or your instruction book should be consulted in such matters.

Bunch of Inquiries

(1)—What gear ratio would you recommend for a 1917 Indian having a sidecar fitted?

(2)—Is there any other carburetor than the Schebler that will work on this motor. I have had trouble with parts wearing out on this apparatus.

(3)—Is the Dixie S-2 magneto better than the old Dixie and would you recommend my putting on S-2 on my motor?

(4)—Where can I get road maps for touring in the South?

HARRY SAER.

Washington, D. C.

Answer

(1)—Put a 15-tooth on the engine shaft and a 40-tooth on the rear wheel for sidecar work, if you are going to use the machine in Virginia or Maryland.

(2)—The Carter and Hedstrom carburetors work well on this model. The Question Box Editor has used a Hedstrom carburetor on his 1917 Indian for five years and got 46½ miles per gallon with passenger in the sidecar, over average roads. This carburetor was used on the 1916 Indian Powerplus and properly adjusted will work well on the 1917. The Carter is excellent, also. The parts which wore in your carburetor will mean a new apparatus, so we suggest a later model or either of the two recommended.

(3)—If your Dixie works all right, why change? The Splitdorf S-2 is better than the 1917 Dixie in a number of ways. Get estimates on the cost of changing before contemplating such change.

(4)—Apply to A. B. Coffman, Chairman of Competition, M. & A. T. A., 326 West Madison Street, Chicago, Ill.

Daimler Built the First

(1)—To settle an argument, please tell me who built the first motorcycle? A says it was Oscar Hedstrom; B says it was Joe Merkel and C says it was de Dion-Bouton.

CARL STRAUS.

Philadelphia, Pa.

Answer

(1)—The first motorcycle was built in 1885 by Gottlieb Daimler in Canstadt, Germany. Hedstrom, Merkel and de Dion-Bouton did not come until 1900-1901. They were preceded by Wolfmuller, Pennington, Heffelfinger and Werner, as well as Daimler.

Mohawk Trail Open

(1)—Please tell me whether I can get to Boston via the Mohawk Trail and the best route there.

Water Gap, Pa. Will K. Atkins.

Answer

(1)—Water Gap to Port Jervis, to Tri States, Goshen, Newburgh, (ferry across Hudson), Beacon, Fishkill, Poughkeepsie, Amenia, Salisbury, Great Barrington, Stockbridge, Lenox, Pittsfield, North Adams, Mohawk Trail (open all the way), Greenfield, Northampton, Deerfield, Holyoke, West-Springfield, Springfield, Palmer, Worcester, Malboro, Framingham and Boston. Routes all marked; very few poor stretches.

Acetylene Lamps

(1)—Please tell me where I can get a set of gas lamps for my Indian Scout, and whether it would be better to use a generator or a tank for gas?

ORDNANCE SGT.

Aberdeen, Md.

Answer

(1)—Get into communication with Howard A. French Co., or Heinz Brothers, of Baltimore; it would pay you to ride over and make your choice. We do not know of any satisfactory acetylene generator, so recommend using a Presto-Lite tank. How about seeing your Motor Transport Officer concerning purchase of tank and lamps?

Get Your Own License

(1)—I have just bought a big twin with sidecar and it has on it a strange number plate: DA166. I figure that this is a foreign license and would like to know if I could use it here, or had I better get a state license?

J. W. WILKINS.

Hartford, Conn.

Answer

(1)—We advise you to get a Connecticut license for your machine and take no chances. The case of a machine in good standing in a foreign country being permitted to operate on its own license plates has not come up for years. Tourist privileges are intended only to extend to other states of the United States and to Canada. The number in question is English, from the city of Wolverhampton, and we doubt if it is a 1922 license plate.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

This Week's Philosophy

Of those who enter hill climbing contests many are called but few get up.

This Week's Conundrum

What is a motorcycle widow?

A motorcycle widow is the wife of a motorcyclist who does not own a sidecar or a tandem seat—or an extra motorcycle.

Old Proverbs That Don't Fit All Motorcyclists

Hasty climbs have sudden falls.

He is the better man who comes nearest to the best.

He who does his own business does not soil his fingers.

Our Window Trimmers

Wilfred H. Dresser
R. A. Ruffle
Owen Draper

And Our Hall of Fame

Norman Webster
S. Wilson
Geo. M. Roosevelt
Napoleon Lee
Franklin Scott
Leslie M. Lincoln

A Romantic Recipe

To one comfortable sidecar outfit add a gallon of gasoline, one quart of oil, about 100 to 200 pounds of beauteous girl as desired, and a flock of moonlight. Take the mixture away from the soot and dirt into the clean country air. Press in two strong hands, one small soft hand. Now sift lightly two ounces of attraction and one of romance; then add a large measure of comfort, followed by a passing sigh or two and several whispers. Dissolve half a dozen glances in a well of silence, dust in a small quantity of hesitation, a pinch of yielding; place kisses on a flushed cheek or two red lips.

Then, old man, go home and hoard your money against the day the preacher croons the "stop, look and listen" ritual into your befuddled ears. Nothing can save you now.

Not Enough

Magistrate—"Did the prisoner offer any resistance?"

Motorcycle Cop—"Only a half dollar, yer honor, an' I wouldn't take it."

St. Onge at Bridgeport—At the left, Mayor Fred Atwater is posed beside Fred's high wheel and at the right some of the paraders are lined up. In the center Ed Weisen and his old time Columbia are shown.

Bridgeport Week a Big Success

NO one in the Bridgeport, Conn., neck of the woods ever dreamed of holding a social bicycle ride at this time of the year, but one boosting cyclist who argues that cycling is a fine sport for fall season proved to several thousand onlookers there on November 4 that it is possible to enthuse a lot of people to the extent of riding a bicycle for pleasure when the air is crispy just as well as it is possible to make them believe it in the summer.

Fred St. Onge, representing the Cycle Trades of America, is the party responsible for putting over such an event at this unseasonable time of year, and not only did he work up enough enthusiasm to get out a hundred riders, but the mayor of the city took a hand. The Bridgeport Post, a busy paper in that section, contributed 175 inches of free reading matter, and six busy dealers paid for $180 worth of display advertising. This, too, was rather unusual. This publicity, however, has started something in that city, something that will mean dollars and cents in the future and in the near future, as Christmas will be with us in a short time.

To the Bridgeport Brass Co., makers of the Searchlight lamps, must be given a great amount of credit for what they have tried to do for the cycle dealers of Bridgeport. J. H. Brooks and W. P. Downs, of the company, on two occasions in the past two weeks mailed 27 invitations to bicycle trade people to assemble at the headquarters of the Bridgeport Brass Works, and one one occasion last week invited 400 people from the automotive industry to attend a sales talk coupled with a fine entertainment. Four from the bicycle business put in an appearance and one hundred from the auto trade took the benefit of these meetings. When will the bicycle people begin to realize that if they put forth a little effort they will improve their business?

The six busy dealers of Bridgeport who paid for the advertising to boost their own business are the Kellogg Mfg. & Sales Co., Bridgeport Cycle Co., Holland & Bush, R. Voccola Cycle Co., Arnold Bloch (successor to Star Cycle Co.), H. H. Leopold.

The advertising obtained for the bicycle through the columns of the Bridgeport Post last week cannot be rated in dollars and cents. The additional advertising obtained by St. Onge by his activities and the parade on Saturday is more publicity.

The parade went off as usual with a bang, hundreds of people lined Middle street in front of the Post Building to see the cyclists, young and old, gather for the start, and to see Mayor Fred Atwater give the word to start. Mayor Atwater is a booster for the bicycle, and always has been. He is a member of the Boston Bicycle Club and an old L. A. W. member. The mayor mounted Fred St. Onge's high wheel before the start to show he had not forgotten how to ride a wheel. The crowd came across with a great hand for his honor. Harry Gill, 62, was the oldest rider in line. He was covered with century bars and gold medals which he won locally in the good old days. David Urban Tucker, six, was accompanied by his proud father. David rode a child's tricycle the whole journey out to Seaside Park. The tennis courts at Seaside were used for the demonstration by St. Onge, and about 350 people were on hand to greet the riders. Prizes were awarded for decorated wheels, etc. Police on motorcycles patroled the route, and traffic was at a standstill while the riders passed through the principal streets downtown. Hundreds of horns furnished by the New Departure Co. were distributed as souvenirs to the riders and spectators. Pat Fanning, of the Morrow Co., supplied a lot of pennants, and 100 of the Corbin-St. Onge books on the art of cycling were given to the first 100 riders to appear at the Post Building. F. S. Arnold, of the Excelsior Motorcycle Co., put in an appearance just in time to assist the police with his sidecar outfit. Ed. Wiesen, of the Bridgeport Cycle Co., and Harry Peck, of the Holland Bush Co., were active in lining up the riders downtown and at the park.

POULAIN BEATS MOESKOPS

AT the Velodrome d'Hiver, Paris, Sunday, October 29, Gabriel Poulain, French sprinter, beat World's Champion Peter Moeskops, Holland, in a match race. In the first heat Moeskops won by six inches, but was disqualified for finishing on the cement flat. Moeskops also won the second heat. Poulain beat him in the third.

Oscar Egg, the Swiss, accounted for a tandem-paced race against Emil Aerts and Charles Deruyter, Belgians. Egg won the first heat at 15 kilometers (9.3 miles) from Deruyter and Aerts. Egg won the second heat as well with Aerts second and Deruyter third, the second heat being at 25 kilometers (15.5 miles).

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

HATTIE, the Central Park elephant, is seriously ill. Hattie, like her cousin, G. O. P., could not stand the November 7 results.

* * *

Wedding bells are about to ring for Clarence Carman, the Long Island paced rider. Reports have it that Clarence has announced his engagement to one of Revere's fairest daughters. The singles in the game are surely in the minority. Mitten and Wiley, please take note.

* * *

Harry Wagner, of the Century Road Club Association, made an attempt on Willard Knecht's Jersey City to Philadelphia unpaced record of 6 hours and 45 minutes on Sunday, November 12, but gave up after going about 70 miles. The association boys are all smoked up over this record and probably other riders will try for the mark.

* * *

The famed Warrnambool to Melbourne road race has been revived after a lapse of eleven years. This race of 165 miles was the most widely known road classic in the Australian Commonwealth and vied with the Austral Wheel Race, the track classic, in point of interest. This year there were 281 starters and out of that number 195 finished. The record list of starters was in 1910, when 355 riders lined up.

* * *

The Unione Cycliste International, the world's governing body, at the recent meeting held at Geneva, Switzerland, announced that the dates for the world's championships had been fixed for August 19 to 26. The first dates announced were from July 14 to 22, but the Swiss promoters decided that the August dates would be preferable. The U. C. I. also announce that the Emile de Beukelaer Trophy, for the highest total of points in the world's championships, was won by England with 18 points. Holland had eight; Belgium, six; Switzerland, three, and France, one.

* * *

Clarence Carman, the Long Islander, lost out in his first European race. Clarence met Victor Linart, the Belgian, and Daniel Lavalade, the French paced rider, in the Grand Prize of Toussaint at the Velodrome d'Hiver, Paris, Wednesday, November 1, and Linart won the first and second heats and ran second to Carman in the third heat, the heats being at 9.3, 15.5 and 6.1 miles, respectively. Carman was second in the first heat and third in the second. Ernest Kaufmann, the Swiss, and Gabriel Poulain, France, were the finalists in the feature sprint race at the same meet, Kaufmann beating the Frenchman. Gerard Leene, Holland, beat Pete Moeskops, his countryman, in the race for beaten men in the semi-finals.

* * *

There was plenty of action in the six-day race that was run at Ghent, Belgium. Early in the week Lucien Buysse and H. Vanlerberghe gained a lap on the field. At one time Oscar Egg and Marcel Buysse were three laps back of the leaders, but at the 96th hour Egg and M. Buysse started a "jam" and before it was finished they had gained three laps and put them even with the leaders on mileage, but away ahead of them on points, as the L. Buysse and Vanlerberghe team only had one point, while Egg and M. Buysse had 188. When Egg and his mate "jammed," Depauw and Vanlaere and Hellebaut and Dejaegher, who were two laps back, went with Oscar and Marcel and were on even terms, the first named having 16 points and the latter four. Sixteen teams started and 15 had survived 100 hours. Two laps back were the Wynsdau brothers, 95 points; Pagnoul and Haidon, 25 points; three laps back, Van Kempen and Vandevelde, 250 points; Frederick and and Stekelynck, 187; Caesar Debaets and Mechant, 68, and Brocco and Persyn, 28. In 100 hours the leaders had covered 2,605.9 kilometers, 1,619.2 miles.

* * *

Cycling, our English contemporary, has been publishing letters from readers on track racing with the readers giving their reasons for grievances for non-attendance. One letter mentioned the fact that the betting allowed at English meets detracts from the sport. Betting helped to kill the sport in Australia and between teaming as practiced by riders in this country and betting the first evil would be preferable. Betting on anything that can talk is a dangerous thing and the fact that open betting has been kept away from cycling meets in this country is one reason why the game has lived as long as it has.

* * *

Three riders of the Quaker City Cycling Association, Philadelphia, will make an attempt to establish new time from Jersey City City Hall to Philadelphia City Hall on Sunday, November 23. The riders, Vernal Newcomer, William Yarwood and Edward Reed, will leave Jersey City at 9:30 a. m. Clubs of the Metropolitan District are requested to lend assistance by having pacemakers along the road at intervals to assist these riders on to a point somewhere near Trenton, N. J., where the Philadelphia riders will be strung along the road to pick them up as they reach them. At Red Lion, which is on the city line of Philadelphia, the riders will discontinue their working together and make for the Hall, each having their own pacemakers, in order that a decisive first can be made. The Quakers have requested a sanction from the committee in charge of the A. B. L. George W. Harley, Pennsylvania A. B. L. representative, 2636 Braddock street, Philadelphia, will appreciate the clubs' services and will furnish full details.

* * *

Each year as the six-day race at Madison Square Garden approaches the trainers, chefs and sundry help come out of retirement to be on hand for the annual gathering of the clans. You may miss some people most of the year, but they pop up around the race. What would a "grind" be without the trainers and other landmarks? Willard McKee, who has been on hand for the past several years, says that he will not be with the boys this year. Heard that before, so look for Willard to be on hand. In describing his experiences as a trainer at the Garden race, McKee says: "You start in about Thursday before the race to pack trunks. Then lug trunks from Newark to the Garden. Then you put up stoves for chefs, build benches, trackside cots, sleeping bunks for riders and trainers, arrange all nails for hanging goggles, sweaters, towels, etc., for the riders. Work the Saturday sprint meet and get to bed about 1 a. m. Sunday. Get up Sunday morning and eat breakfast—if you're lucky to have any money. Get everything ready for start of race. Start riders away on long trail. Feed, wash, massage and pacify peeved and tired riders for balance of week. Pack up trunks and ship to Newark or pier on Sunday. Wait—wait IS good—on Monday for your money and after ghost walks or toddles vow never to work another race. Then be on hand to be hired for the next one." Great life if you don't weaken.

* * *

Soft pickings should be available for the racing cyclists that make Paris their habitat next year. Another track has been opened in the Gay City centre, the latest course being called the Velodrome Vaugirard, operated by Pierre Benoist. The opening meet was held on Sunday, October 22, the same day that the Velodrome d'Hiver in Paris was opened for the Winter season. The class of riders at the new track was not as good as at the Velodrome d'Hiver, nor at the Velodrome Buffalo, where Bob Spears copped the Grand Prize of Buffalo, but they had a good crowd just the same. The paced race was won by Sabatier over Sentubery and Burger. At the indoor track Gustave Ganay, the Frenchman, beat Paul Suter, Swiss; Victor Linart, Belgian, and Daniel Lavalade, France, in a paced race. The Overture Prize, a sprint race, went to Gerard Leene, Holland, over Paul Texier and Marcel Dupuy.

* * *

Now that the six-day race in Chicago has been placed on the ice, the Democrats have gone over the country with a vacuum cleaner and everything is all to the merry, the racing cyclists, that is those that manage to get in, will be pointing themselves for the six-day race that will be run in December at Madison Square Garden. There are six-day races and six-day races, but the "grind" at Diana's Palace of Aches and Pains has always been considered THE race. Alfred Grenda, Eddie Madden and several others that have just finished the Windy City race plan to go hunting for a week or so before settling down to training for the Garden race. In between deals the other night, Madden told me that he had bought a new sling shot and an air rifle and he expected to have some great sport. Alec McBeath and Cecil Walker, who also are expected to be among those present when the starter's "gat" starts the hunt for the end of the black line at a minute or so after the Witching Hour on Sunday, December 3, will do their hunting in the Catskills or the Adirondacks, while Alf Grenda will trail the elusive quail—if he can find any of 'em—in South Jersey, where Willie Coburn is making his habitat. Riders that have not crashed into the race will also hunt, but most of them will be hunting a job. The management of the race has not announced any of the teams as yet, but there will be a classy field in the race from all accounts. Over in Newark and at Madison Square Garden the fans are clamoring to make reservations for pasteboards that will admit bearer to see the anklers go 50-50 on their stuff for the week. Of course, seekers of Annie Oakleys will also be numerous. They always are. So boys and girls plan for the sprint meet on Saturday night, December 2, and the start of the big doings on Sunday. Let's go.

Revive Australian Road Classic

Warrnambool to Melbourne 165-Mile Race Run After Lapse of Eleven Years—Long Marker Wins and Scratch Man Takes Fastest Time

WHAT is justly claimed to be the world's greatest handicap road race took place from Warrnambool to Melbourne, Australia, on October 14, when 200 of the best stayers in the Commonwealth of Australia and the Dominion of New Zealand met in stern rivalry over the historic course of 165 miles.

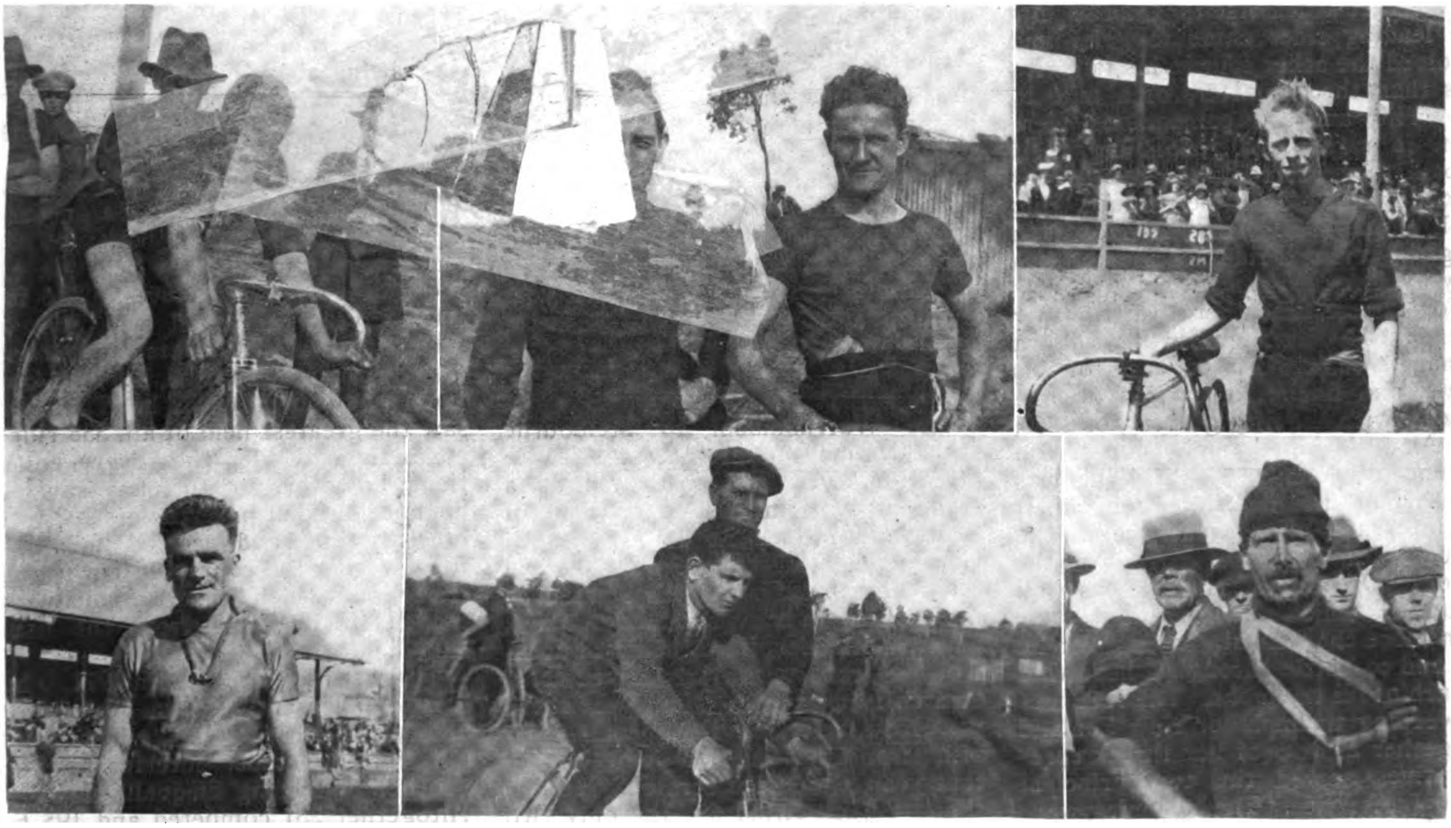
A dozen years ago, this was one of the world's most famous cycling events, and attracted fields of hundreds every year, many of the riders travelling four hundred or more miles awheel to the starting point, competing in the race and afterwards cheerily plugging off home again proud to have won a bronze medallion signifying that the holder had ridden the course in less than 10½ hours. It was witnessed by crowds such as see few cycling events, for every settlement along the road contributed a quota of spectators, while at the finishing point as many as 70,000 would gather to cheer the winners in. So great was the popularity of the race, in fact, that it became a menace to traffic in the city of Melbourne and the authorities forbade the promoters to bring the riders to the Haymarket or any other point in the city limits again.

After a delay of 11 years, the proprietors of the Ascot Racecourse came to the rescue and permitted the promoters to use their turf track as a finishing point, and this year the race was revived in a blaze of glory, the competitors being required to ride 1,100 yards on a track at the finish. The race was run under the rules of the League of Victorian Wheelmen, and a furore was created by the announcement that the first prize would be a motorcar worth £265, while the other prizes brought the total up to over £600.

The race was promoted by the old promoters, the Dunlop Rubber Co. of Australasia, Ltd., and before it took place a series of races was held in every State of Australia and in New Zealand to select official representatives for the big race. The idea was to have each place properly represented, as the title of road champion of Australasia attaches to the fastest time in the Warrnambool.

The scratch men were a fine lot. Phil O'Shea, the wonderful New Zealander, who won the Australasian road championship last time it was competed for in 1911; Don Kirkham, record breaker, extraordinary a few years ago, and holder of the world's record for 100 miles out and home unpaced; J. J. Bealey, Australia's most successful long distance road rider this year, and L. C. Stevens, considered the best all around road and track rider in Australia just now. They had to concede 70 minutes' start in 165 miles.

The course is a fine one for such a race, the road being fairly straight, running almost due east and west. Both Warrnambool and Melbourne are coastal cities, and are approximately at sea level, and the road, although undulating, is free from serious hills, the highest point on the course is the Stony Range near Colac, about half way between the two points, which is only 80 feet above sea level. The flat character of the course, however, makes it open to the winds, which sometimes blow very strong there, and in some of the previous races the riders have been favored with a very



With the racing cyclists in Australia. Upper left, Ross Rowe, 15, junior road champion of the country; upper center, two Goulbourn to Sydney road race winners; left, A. B. Flood, 1922, and H. Paulston, 1921; upper right, E. Slater, winner half-mile race at Eight-Hour meeting in Sydney; lower left, J. G. Atkins, leading "pro" in New South Wales; lower center, George Flood, junior champion of Marricjville Club, Sydney; lower right, George Evans, third in Bathurst to Sydney race.

strong breeze. One year it reached almost the force of a gale, and consequently phenomenal times were accomplished; the following year it was just as strong against them, and times were correspondingly slow. This year they had to battle with a fairly strong headwind, which kept the speed average down, but nevertheless the respectable average of 18 m. p. h. was maintained.

By the time the scratch men had reached Colac, 72 miles, they had gained 30 minutes on the limit bunch, but a party of four riders, including a veteran in W. Rennie, who had already run second in one race and won a Goulburn to Sydney, was making its presence felt. One of the three New Zealanders in the race, P. Hill, had also moved well forward. When they reached the beginning of the best part of the road at Geelong, with 43 miles to go, this little bunch of four was in the lead, with Hill and his crowd hot in pursuit. The leaders, however, maintained their advantage and at West Footscray, where they leave the main road to go up to Ascot Racecourse, appeared to have the winner among them.

At the entrance to the race course, there was a big banner erected across the road to direct the riders to the actual finishing point, but the strong wind had blown this down just before they arrived, and concealed a mound of soft dirt in the narrow lane leading to the race track itself. On this dirt the leading rider came to grief and involved the other four in his fall with less than three-quarters of a mile to go. Hill and his companions were then in sight, and redoubling their efforts they overtook the dazed four before the tape could be reached, Hill, with a fine sprint for the end of so long and trying a ride, scoring the victory by three lengths.

For fastest time there was another fine battle, but gradually O'Shea managed to dispose of each of his rivals, and finally he carried off the honors, with the fifty guineas, or £260, and Australasian championship ribbon and medal which go with it. This was the second time in succession, albeit at intervals of eleven years, the popular New Zealander carried off the honors. On each occasion he has won a race in which the conditions have been more than usually trying, for he has had to battle through a headwind to each of his triumphs. The race was a sweeping triumph for New Zealand altogether as two of her three representatives scored the two principal prizes in the race. The following were the places:

First—P. Hill, New Zealand, 32 mins., 9 hrs., 20 mins., 45 secs.

Second—R. J. Arnold, West Australia, 38 mins., 9 hrs., 26 mins., 46 secs.

Ivor R. Munro, record holder in Warrnambool to Melbourne race.

Third—W. G. Rose, Victoria, 38 mins., 9 hrs., 26 mins., 47 secs.

Fourth—A. E. Belperroud, Victoria, 62 mins., 10 hrs. and 47 mins.

Fifth—D. Wright, New Zealand, 28 mins., 9 hrs., 10 mins., 48 secs.

Sixth—W. Rennie, Victoria, 26 mins., 9 hrs., 14 mins., 49 secs.

Scores of other riders finished the course. The fastest time was done by Phil O'Shea, New Zealand, scratch, 8 hrs., 59 mins., 8 secs.

One account of the finish r that the crowd was so great t ness the finish that it got out of and after mounted police had to drive it back to clear the c the officials had to resort to th of hoses with which they spray excited people. The scratch men rode the first 73 miles to Colac in 3 hours, 40 minutes, while in the record year the limit men were timed to do faster time than this.

Was a Trade Booster

The Warrnambool to Melbourne race, destined to attract world-wide attention, was first instituted as a trade advertisement by the firm of Scott and Morton in 1895, when 24 riders competed. These were divided into three bunches, which started at intervals of an hour, and Andy Calder, a New Zealander, from the first bunch, won the race with Jim Carpenter, a scratch man, fastest. Next year there were 26 starters, and Carpenter, who also won the Austral wheel race that year, won from scratch. He and the late Jack Arnst are the only two riders who have won it from scratch. There was one more starter in 1897, and the number grew to 54 in 1898 when Con Dwyer, the first Australian to ride 20 miles in an hour, was placed third. Trade disagreements then led to the race being discontinued until 1901, when the Dunlop Co. undertook promotion, and made a start with a field of 70.

Andy Ralston, New Zealand, took the fastest time in that race from scratch, but he brought across tales of a wonderful pair of kids who were beginning to make their names in New Zealand. Nothing much more was heard of these boys until two years later, when word came that Jack Arnst had put up fastest time in the Timaru to Christchurch race under difficult conditions. The riders had to battle for ten miles through snow and sleet, and wade waist-deep through the Selwyn River, which was a rushing torrent of icy water. Placed on scratch with his brother Dick and Charles Burton in the Warrnambool, Jack Arnst swept through a field of 105 and won decisively in time which staggered the world, 7 hours and 43 minutes. He and Dick Arnst were the only two in the race to cover the distance in less than eight hours, and they reduced Jim Carpenter's record, put up with the assistance of outside pace which was not afterwards permitted, by nearly an hour.

The fields now began to climb rapidly, and in 1906 the 200 mark was passed. The most sensational race of the series was that of 1909, when a gale blew the riders along at express speed. W. E. Knaggs, who came to ck o w Australia from South Africa, won; his hand. being about eight minutes faster failed e course record, but this was ourse, ut in the shade by a slightly le use 19 years' old youth named Ivor Munro, who covered the 165 miles in 7 hours, 12 minutes and 51 seconds, averaging 23 miles an hour for the journey. Munro actually beat the express time by five minutes. The following year the wind was just as strong against the riders, and consequently the fastest time, 9:30:46, only averages about 17 m. p. h. That year saw the greatest field of all, 355 riders competing. Under the severe conditions, however, not so many saw the distance out, but nevertheless 202 were officially timed and received medallions for covering the course within the set time limit which was generously extended to 12 hours from the usual 10½.

The last race was held in 1911, when some unpleasantness was caused by one of the three leaders, when sprinting for the tape, interfering with another and being disqualified for it. Altogether 281 competed and 195 finished in that race in which Phil O'Shea, one of four scratch men, did the fastest time. New Zealanders have a fine record in the race, as out of 16 races they have won three and taken the fastest time on five occasions.

Of the placed men this year, Hill took the second fastest time with a ride of 6 hours, 14 minutes and 34 seconds in the 112 miles Timaru to Christchurch race this year, and was sent to Warrnambool as the second official representative of New Zealand.

Phil O'Shea, who did fastest time, is indeed a road champion and a thoroughly good sportsman in every way. He won the Timaru to Christchurch from a long mark, 45 minutes, in 1909, and in 1911 did fastest time in it from scratch. Next year tire troubles denied him a chance, but in the four races run since then he has taken one first from scratch in record time, one third and three fourth places, on each occasion registering fastest time.

The following table is interesting, showing how the race gained in popularity during its greatest boom period:

Year	Entries	Acceptors	Starters	Finishers
1904	203	153	125	75
1905	240	197	155	111
1906	302	235	206	144
1907	347	260	235	195
1908	456	310	304	253
1909	518	377	312	286
1910	525	409	355	202
1911	...	337	281	195

The previous winners of the Warrnambool to Melbourne race follow:

	H.	M.	S.
1895—A. Calder. 2 hours' start........	11	44	30
*1896—J. Carpenter, scratch............	8	40	5
1897—W. C. Jackson, 10 min.........	9	51	9
1898—W. Collins, 90 min.............	9	50	50
1901—A. Nion, 40 min................	9	20	40
1902—M. Chappell. 55 min............	9	0	3
1903—J. Arnst (N. Z.), scratch.......	7	43	0
1904—J. Wright, 38 min..............	7	53	57
1905—W. E. Hawley, 25 min..........	7	52	26
1906—D. D. Riley, 28 min............	8	58	50
1907—M. B. Dobie, 42 min............	7	45	37
1908—J. T. Donohue (N.S.W.), 49 min.	8	0	38
1909—W. Knaggs, 41 min.............	7	32	19
†1910—C. A. Piercey, 47 min..........	10	1	21
‡1911—J. Tebbs, 42 min..............	8	53	12

‡A. R. Collins (34 min.), 8 hrs. 45 min. 11 secs., crossed the line first, but was disqualified for interference in a close finish.

BLUE RIBBON WINNERS

(Presented to Riders establishing Fastest Time)

	H.	M.	S.
1895—J. Carpenter (Vic.), scratch....	10	52	0
*1896—J. Carpenter (Vic.), scratch....	8	40	5
1897—W. C. Jackson (Vic.), 10 min...	9	51	9
1898—W. Adams (Vic.), 35 min.......	9	8	45
1901—A. Ralston (N. Z.), scratch.....	9	30	0
1902—H. G. O'Callaghan (Vic.), 10 min.	8	46	23
1903—J. Arnst (N. Z), scratch........	7	43	0
1904—T. Larcombe (N.S.W.), 20 min..	7	48	7
1905—W. E. Hawley (Vic.), 25 min...	7	52	26
1906—H. Mehrtens (N. Z.). 10 min....	8	53	52
1907—T. Larcombe (N.S.W.), scratch.	7	40	10
1908—M. Chappell (Vic.), scratch.....	7	46	27
1909—I. R. Munro (Vic.), 3 min.......	7	12	51
†1910—J. Planta (W. A.), 11 min.......	9	30	46
1911—P. O'Shea (N. Z.), scratch......	8	18	44

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*This year's event was paced.

†Head wind responsible for slow time.

C. R. C. A. RIDE TO PATERSON

New York City—On account of the Bronx County wheelmans race, Sunday, November 12, only ten pleasure riders of the Century Road Club Association, New York Division, turned out for the run to Paterson, N. J. The start from Columbus Circle was delayed until 9:45 a. m.

The route to Paterson was taken via 8th avenue to 42d street ferry, where they crosse over to the Jersey side and continued on via the Hudson Boulevard, Dan Kelly's Hill and the Tea-Neck Road to the Blue Bird Inn. Here they turned north and continued direct to Paterson via the Vermont State Road, passing through Hackensack and several small towns. They arrived at Paterson about 12:45 p. m., and ate dinner at the White House Restaurant, and afterwards enjoyed a short rest. After sightseeing around the town and a trip to the waterfalls, the return journey for home was started over the same route about 3 o'clock direct to the Blue Bird Inn. Here half the party continued on under the care of Steve Ahearn to the 42d street ferry and home, while the remaining party with Capt Haller rode home via Englewood and the Dyckman street ferry and to the Bronx. A moderate pace was kept against the strong head-wind and also to allow the riders to enjoy the beautiful scenery all along the narrow and winding Jersey roads, with several stops each way along the route.

Graflexed on the annual Newburgh ride of the Empire City Wheelmen, of Brooklyn. Upper, just before the start of the ride to New York; second photo from top, a view of the Hudson from West Point, N. Y.; second picture from bottom, at each stop the boys engage in a "Shoot a thin dime" game; bottom, the group on the old Fort Montgomery bridge.

Activities Among the Amateur Cyclists

HOLD FIVE-MILE HANDICAP

Brooklyn, N. Y.—On Sunday, November 12, the Long Island Division of the C. R. C. A. held a five-mile handicap point race on Ocean Parkway. Twenty riders started from the various handicap marks, 2 min., 15 sec. being the limit.

A. Henkin, riding from two minutes, was the winner, followed by L. Werner and A. Macdonald. These three riders took advantage of their handicap and were never caught by the back markers. F. Zierou, scratch, finished fourth, 15 seconds behind the winner. Henkin's time was 14:01 3/5. The scratch men made the good time of 12:16 3/5, but were unable to cut down the liberal handicaps. They just caught the main bunch a half-mile from the finish, but were unable to get the three leaders.

After the race a pleasure run was held to Bayside, L. I. Twenty riders participated in this run, many of them being old-timers of the division who had not been out for a long time. The weather was very mild and the boys kept a moderate pace, thoroughly enjoying the run. The route was taken through Jamaica and Hillside avenue to Rocky Hill road to Bayside and then back to Floral Park. Near Floral Park the boys had a brush with an unreasonable traffic officer, who became peeved because a few of the boys did not stop quick enough when he halted traffic. When the boys started to explain he threatened to put the whole bunch in jail if they didn't shut up. However, they finally smoothed matters out.

E. C. W. RUN TITLE RACES

Brooklyn, N. Y.—Empire City Wheelmen riders staged their annual championship races on the Ocean Boulevard, Sunday, November 12. The title was decided in a series of five races, a quarter, a half, a one, a two and a five-mile race. A field of twenty riders prepared to battle their way through for points to score for the three medals that were up for these hard races.

In the quarter-mile race, the first on the program, which was ridden in two heats, six men qualifying in each heat for the final. Walter Heichel, the 15-year-old kid of the club, after a sensational ride, defeated B. King, P. Becht, W. Henky, J. Riley and L. Muller, finishing in that order. The kid rode a well judged race, beating the regulars.

The half-mile race, ridden in one heat, after a wild scramble for positions, etc., went to John Rom, the traffic cop, he making sure traffic would not interfere, jumped the field at a quarter-mile to go and maintained his lead until the finish line. Bert King finished an easy second, with P. Becht, J. Riley, W. Henky and R. Rom trailing in that order.

In the one-mile race, after a series of "jams" and jumps, B. King outsprinted the field rather easily, with P. Becht, W. Wherry, J. Riley, W. Henky and H. Lightfine finishing in that order. The two-mile race again saw B. King as the winner after a spirited ride, defeating W. Henky, J. Riley, V. Haarstick, W. Henchel and H. Messimer in that order. In the five-mile race, the last on the program, which was paced by four riders, and after a series of jams, jumps, bad switches and traffic interference, B. W. King, by a spectacular ride, rode home in front, making it three races in a row. William Henky finished second, with P. Eiler, J. Riley, B. Becht and L. M. Muller placing in the order named.

The races over and the final recapitulation of points determined, saw B. W. King with a score of 28 points to his credit as individual winner, which gives him three consecutive championship wins, a record which probably will stand for a long while. Incidentally, King makes a new record in point score, eclipsing the record of 25 points. Second honors went to William Henky after a hard uphill battle for points, he scoring heavily in the last two races. Henky scored a total of 17. Third place went to John Riley, the secretary of the club. Riley rode into a tie with Peter Becht, each having a total of 15 points. In the ride off to break the tie, Riley got the jump on Becht and won with wheel lengths to spare.

Point score for each race was on a basis of 6 for 1st, 5 for 2d, 4 for 3d, 3 for 4th, 2 for 5th and 1 for 6th. Competition for these races was of the keenest yet staged since their running back in 1906, with a record field of riders starting and finishing.

NEWCOMER ANNEXES A TITLE

Philadelphia, Pa.—Vernal Newcomer, Pennsylvania State champion, sporting the colors of the Quaker City Cycling Association, Sunday, November 12, made the fastest time in the annual 25-mile unpaced race which carries with it the title of the 25-mile Pennsylvania State champion. In doing so Newcomer defeated the local track champion, Henry Bruhn, of the South End Wheelmen, and Edward Bates of the North East Wheelmen holder of the 25-mile State title of 1921-1922, who could not finish better than sixth place.

The course was laid over a 12½-mile stretch of two laps with a cold wind blowing most of the time against the riders. Grades on this course are frequent, which brought the quality out of the riders. Prizes were donated by the Cycle Trades of America through whose effort and support all races in the past season were run, otherwise the sport would have taken a severe landslide. The 25-mile race closes the road racing season for the Pennsylvania district. The riders finished in the following places:

Pos.	Rider.	Club.	Time.
1	Vernal Newcomer,	Q. C. C. A..	1:11 17
2	Wm. Yarwood,	Q. C. C. A......	1:13 40
3	ArthurViekery,	unattached....	1:15 48
4	Arthur Bruhn,	S. End Whlm...	1:18 10 2-5
5	John Shrake,	Q. C. C. A........	1:19 11 4-5
6	Edward Bates	No. East Whlm..	1:20 05 4-5
7	Chas. Chilton,	Q. C. C. A.......	1:22 21 2-5

HEINSBERG WINS B. C. W. RACE

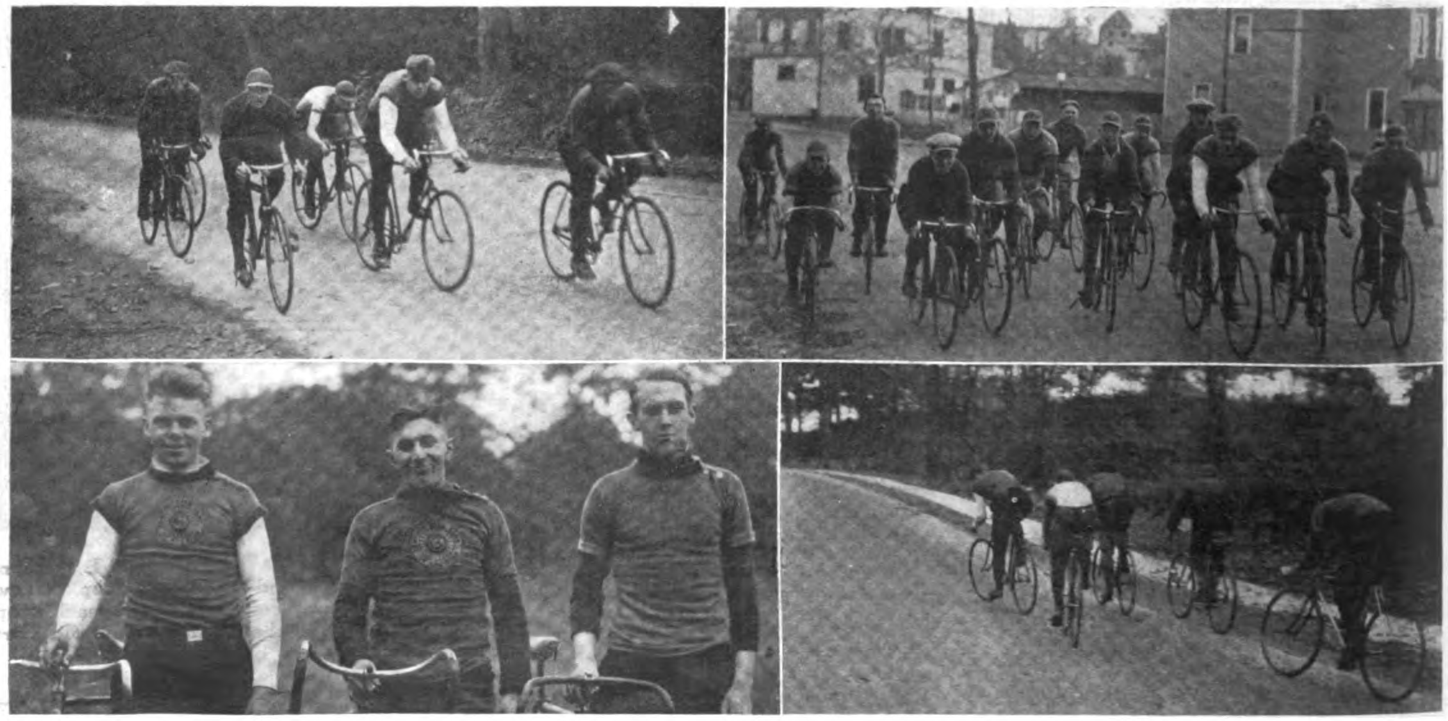
New York City—William Heinsberg, of Jersey City, journeyed over to the Bronx, Sunday, November 12, to win the Bronx County Wheelmen's second invitation race of about 30 miles. Heinsberg, in winning, proved that he is one of the coming road stars, for his victory was over some of the best road talent in the country.

Over the entire 30 miles to Mamaroneck the 40 starters stayed well bunched till the sprint. Eugene Aickelin, last Sunday's winner, was put out by a spill about two miles from the finish; his loss was a blow to the Bronx County boys, the Acme Wheelemen winning the team score. The finish was the hardest in a long time for the checkers to tabulate being so bunched. Following Heinsberg came Nick Moccio, the Bronx demon, who bested Bert Marquard, the Century champ, with Joe Schaeffer next, Acme. Among those to finish well up was Eddie Jensen, the old-time Century champ, whose fine ride deserves credit. Eddie showed the boys he is still the same old "Hoss." The time was 1 hour, 38 minutes and 16 seconds

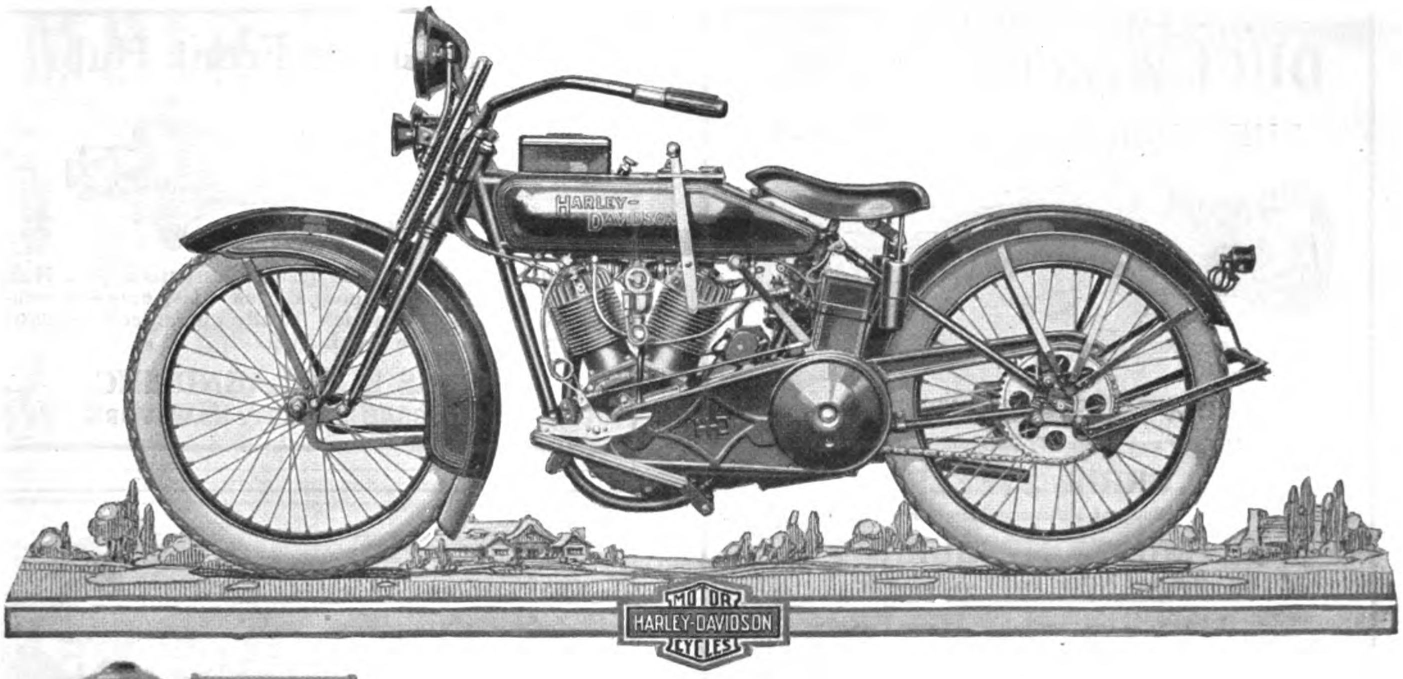
By their Team Victory the Acme now also have a leg on the Cycles Trades of America cup. Next Sunday, with the promised support of the U. S. I., the rivalry is expected to be very keen. The summary:

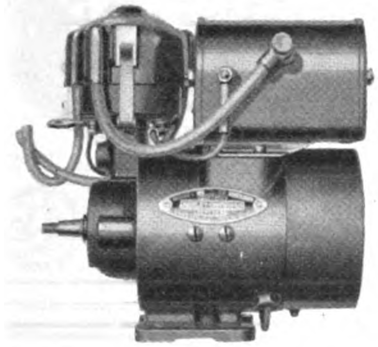
(1) William Heinsberg, North Hudson Wheelmen.
(2) Nich. Moccio, Unat.
(3) Bert Marquart, Century Road Club Assn.
(4) Joseph Schaeffer, Acme Wheelmen.
(5) William Stokes, Bronx County Wheelmen.
(6) D. Corbett, Acme Wheelmen.
(7) Eddie Jensen, Unat.
(8) Fred Osterhammel, Bronx County Wheelmen.
(9) James Seawell, Acme Wheelmen.
(10) Edward Baehr, Acme Wheelmen.
(11) Hugo Schleissman, Acme Wheelmen
(12) Joseph Kohn, Bronx County Wheelmen.
(13) Adolph Blechert, Bronx County Wheelmen.

Team Score: Acme Wheelmen, 4, 6, 9, 10 total, 29. Bronx County Wheelmen, 5, 8, 12, 13; total, 38.



With the hill climbers of the Century Road Club of America at Eagle Rock, N. J. Upper left, the first bunch nearing the Quarry turn; upper right, arriving at the foot of the climb; lower left, the winners, left to right, Winters, Schuesztek and Smith, one-two-three; lower right, near the top they hit a 12 per cent. grade.





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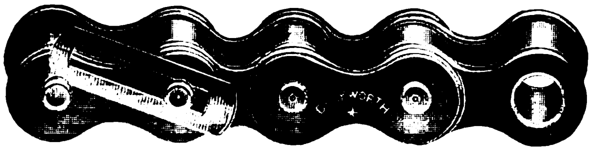

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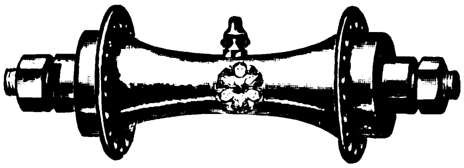

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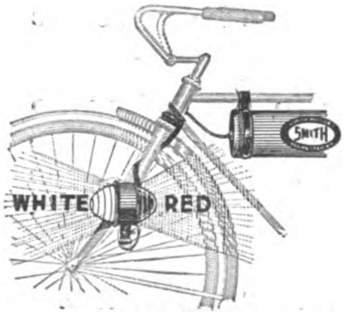

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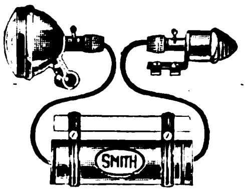

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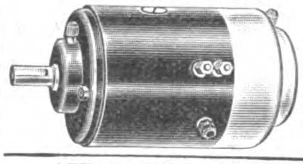

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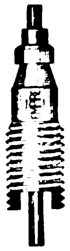

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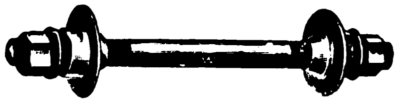

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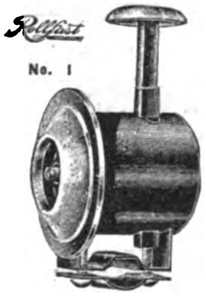

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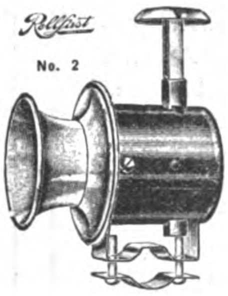

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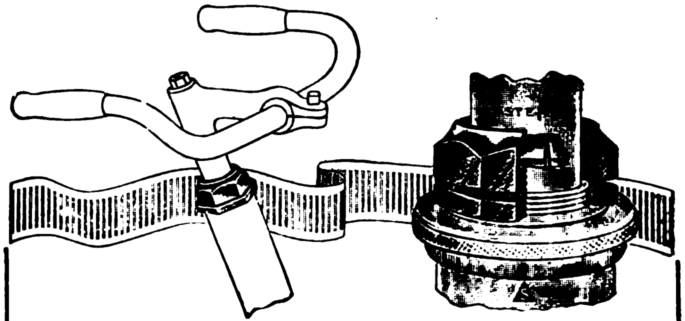

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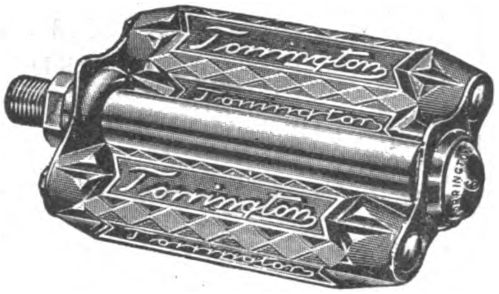

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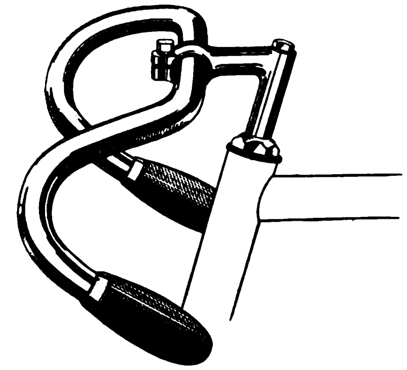
Safeguarded—

against the loss of loose parts if pedal is disassembled, by Rubber rods riveted to the outside brace so that by removing the rod nuts on the inside brace the pedal becomes two component parts—coupled with the use of 3/16 inch balls in a container.

The Torrington name and
known features sell the line.
Stock it!

THE TORRINGTON CO.,
STANDARD PLANT
TORRINGTON, CONN., U. S. A.



SIX-DAY RACER BAR

—Up to the minute. A wonderful bar, which sells wonderfully well—a bar of distinction, "classy," as the boys put it, a bar that's a thoroughbred, that belongs on racing and other high grade models.

A proven winner for everyone that has stocked it. Have you?

Prices and catalog on request

CHICAGO HANDLE BAR CO.
SHELBY, OHIO
Originators of the Braced Bar and other leading styles.

THE MOTOR WORLD

INCORPORATING
THE

Scottish Cyclist and Motor Cyclist

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A weekly Journal invaluable to all interested in the Internal-Combustion Engine, its uses and its developments.

Deals with Motoring in all its phases, including Motor Cycling, and with the application of Petrol and Steam to Agriculture.

Brightly Written **Profusely Illustrated**

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ATLAS PROCESS
ALLOY STEEL BALLS
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ATLAS BALL COMPANY PHILADELPHIA U.S.A.
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The Atlas Ball Guarantee—

Your Protection for Accuracy, Uniformity and Quality

Only *one* quality of Atlas Steel Ball is manufactured—the *highest* that skilled men, scientific methods, and superior materials can produce. Backed by the name "Atlas" and a positive guarantee that accuracy, uniformity and quality never vary from ball to ball or box to box, Atlas Balls are thus distinguished from those of unknown quality and uncertain performance.

The foremost makers of quality ball bearings depend on Atlas Steel Balls for unfailing service. For years their use has been solving the friction problem in all types of machinery, instruments of science, as well as motorcycles and bicycles.

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ATLAS STEEL BALLS

Made Under
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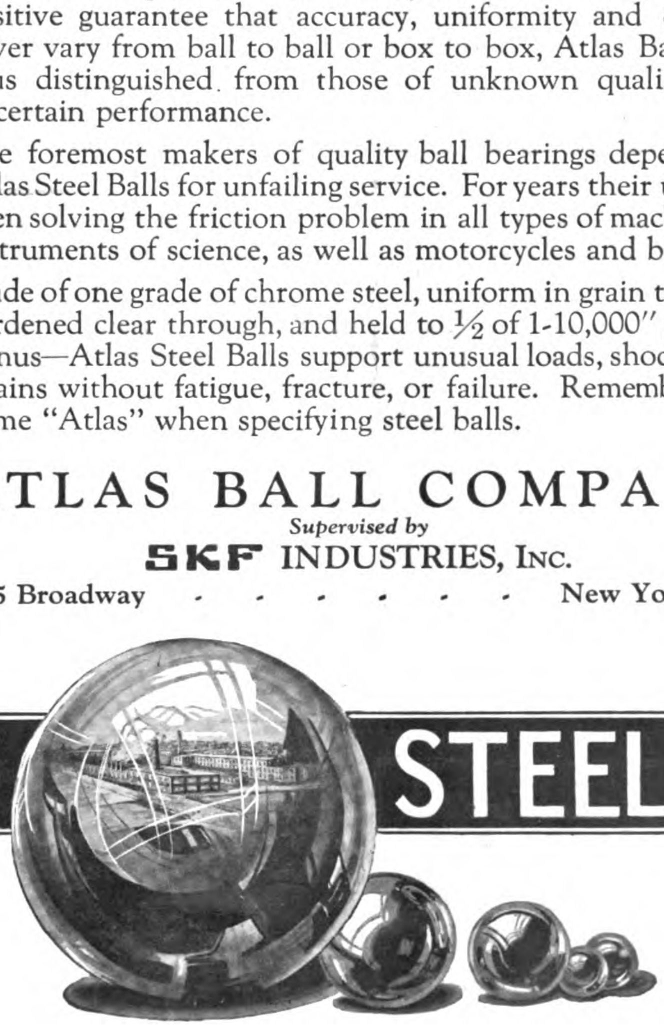
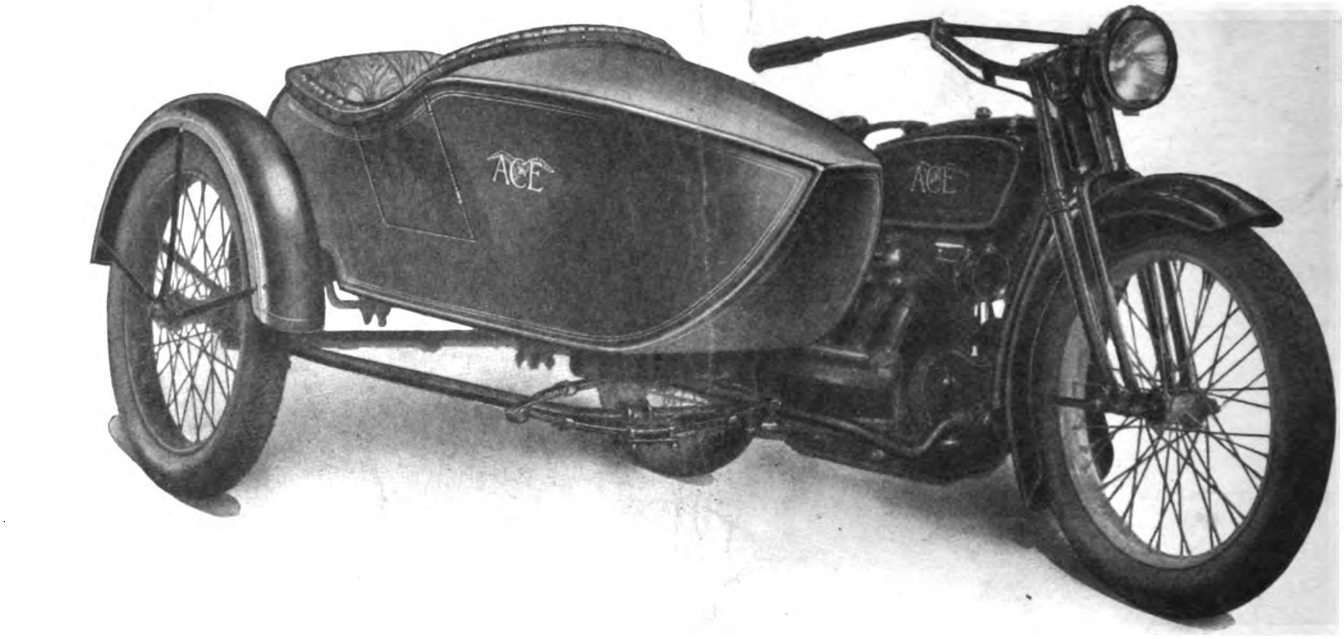




First sight of the "Observer" tells you that it marks a constructive advance in sidecar design. This new type of sport car incorporates features of luxury never before obtainable in a stock sidecar. Easy running, free from side drag, rugged, safe, swift. Tempered steel chassis; three-point spring suspension; special Spanish-leather upholstery.

Ace dealers can sell "Observer" sidecars to riders of all leading American makes of motorcycles, for these cars can be supplied with attachments to fit and enamelled to match any make of machine specified. Thus Ace dealers can extend their trade among all the motorcyclists of their territories.

A car that immediately draws fresh sidecar business to the dealer. Write for full information about this unusual new outfit.

ACE MOTOR CORPORATION
2201 E. Erie Ave. PHILADELPHIA, U. S. A.

P
No 27 '22

Motorcycle and Bicycle ILLUSTRATED

America's
Greatest
Cycling
Magazine

IN GOLD CREEK CANYON, JUNEAU, ALASKA

FIFTEEN CENTS NEW YORK NOVEMBER 23, 1922

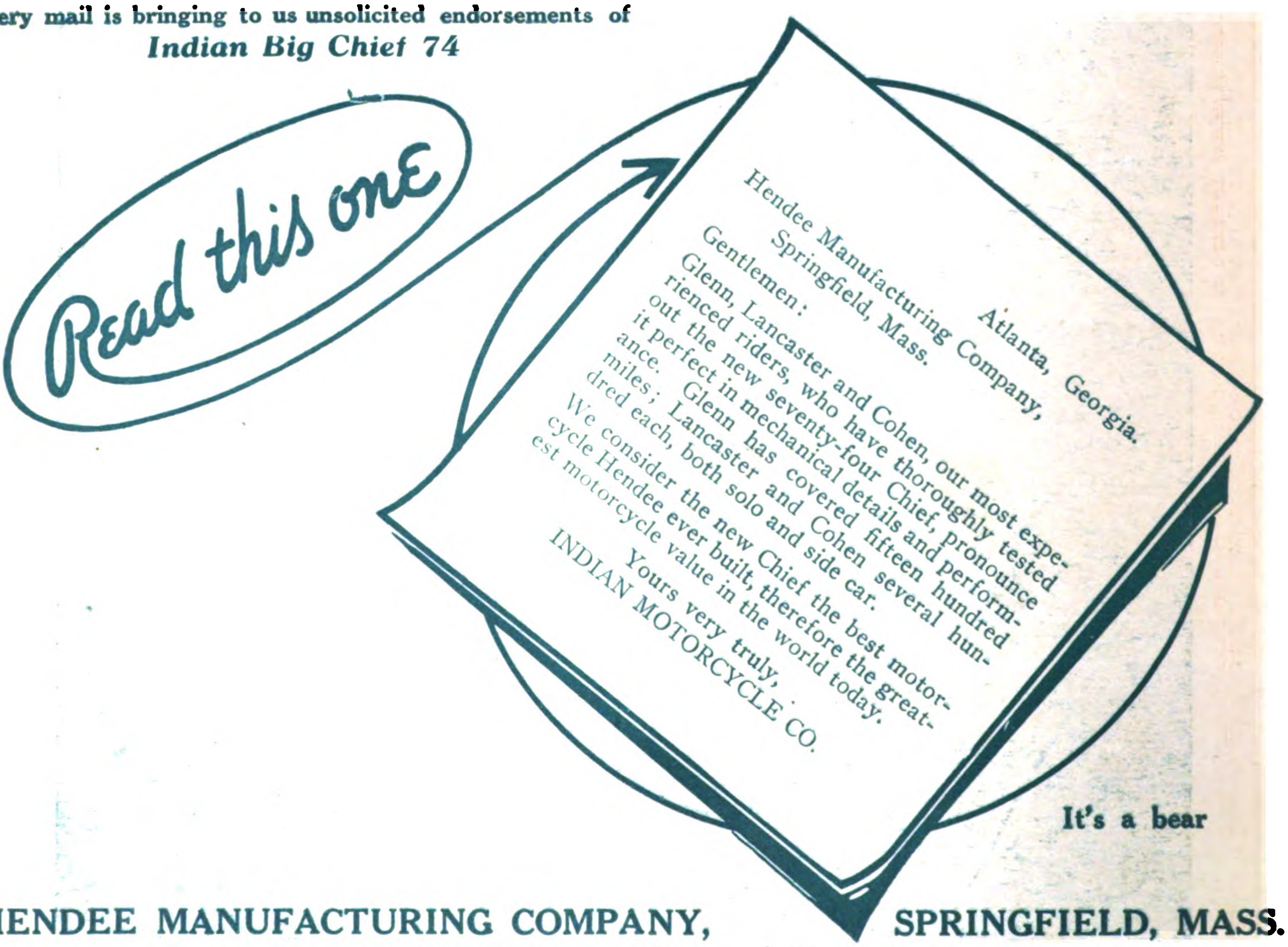
Indian Big Chief 74

$345

F·O·B· FACTORY

and still they come

every mail is bringing to us unsolicited endorsements of *Indian Big Chief 74*


Read this one

Atlanta, Georgia.

Hendee Manufacturing Company,
Springfield, Mass.

Gentlemen:

Glenn, Lancaster and Cohen, our most experienced riders, who have thoroughly tested out the new seventy-four Chief, pronounce it perfect in mechanical details and performance. Glenn has covered fifteen hundred miles; Lancaster and Cohen several hundred each, both solo and side car.

We consider the new Chief the best motorcycle Hendee ever built, therefore the greatest motorcycle value in the world today.

Yours very truly,
INDIAN MOTORCYCLE CO.

It's a bear

HENDEE MANUFACTURING COMPANY, SPRINGFIELD, MASS.

Largest Motorcycle Manufacturer in the World

***An Indian Franchise* is too good a proposition to be passed by a live dealer. Write for full particulars.**

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Vol. 18 *November 23, 1922* *No. 47*

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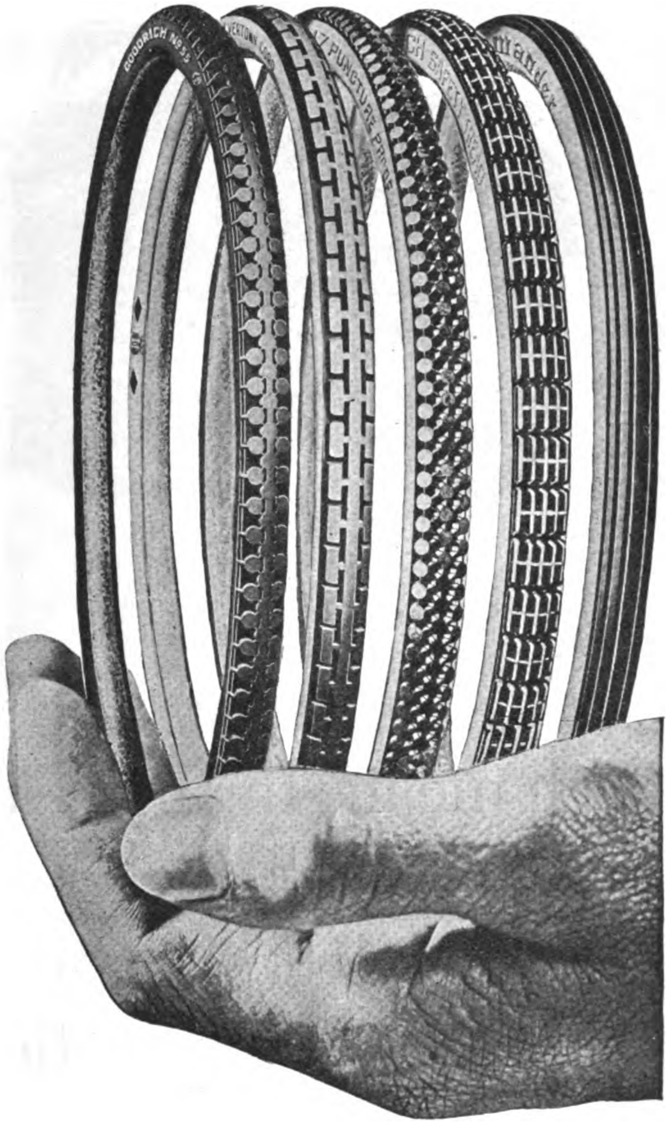

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You want new tire business — the man you have not seen before.

Steady **business comes from selling the nationally known GOODRICH line.**

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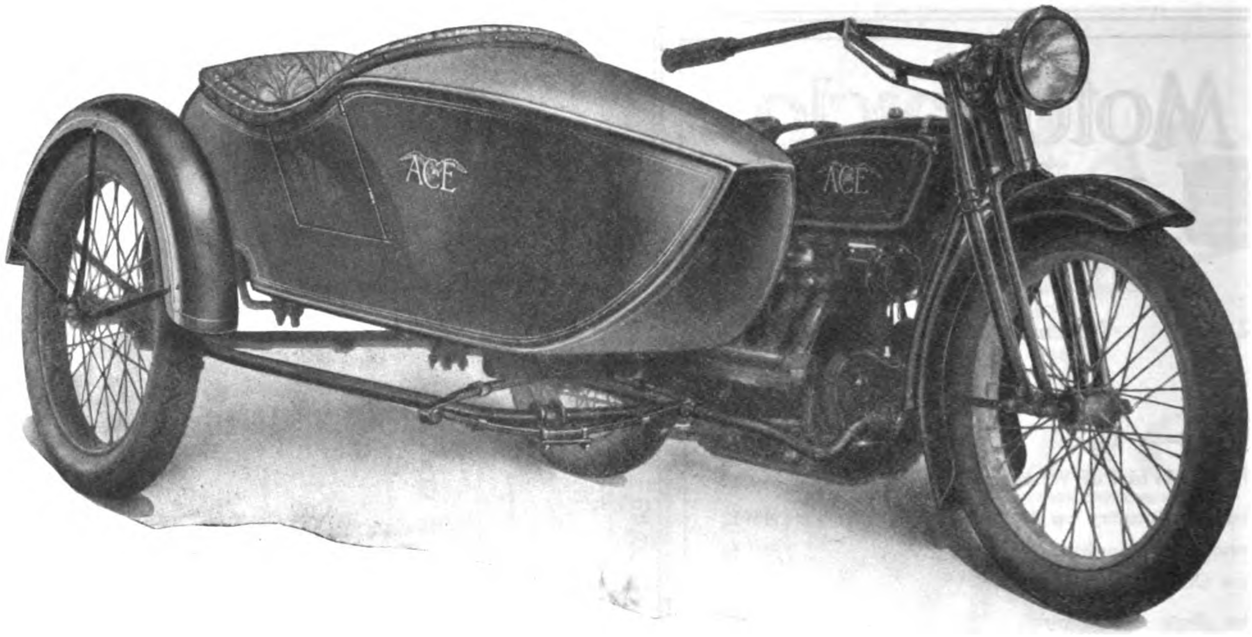


Ace sales policy is to provide the dealer with means for more abundant sales and more profitable business—with a motorcycle that inspires enthusiasm and a price that makes quantity sales practicable.

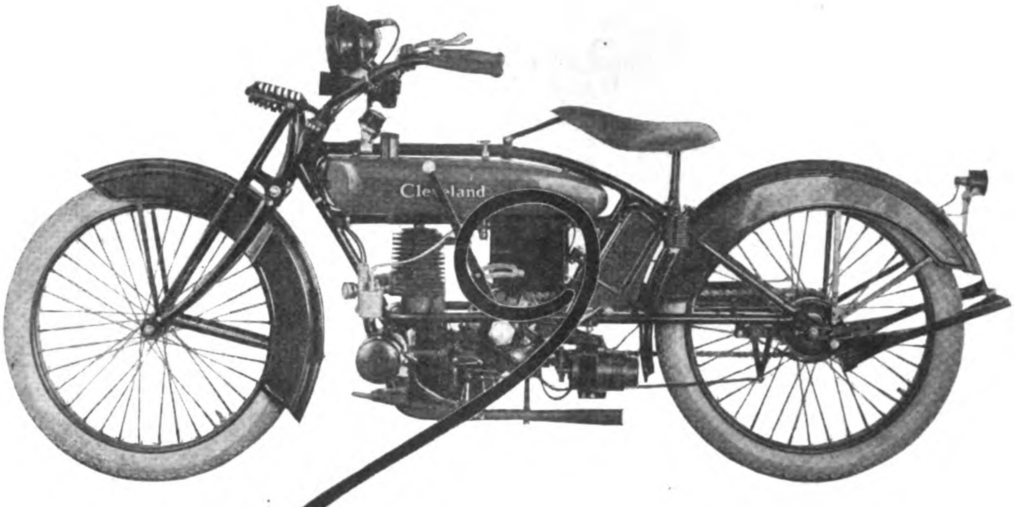
Ace traveling salesmen work to help dealers interest new prospects, to improve retail selling methods, and to increase profits—not merely to get dealers to order machines to carry in stock.

It's worth while to belong to the Ace dealer organization. Write to learn whether your territory is open.

ACE MOTOR CORPORATION

2201 EAST ERIE AVENUE
PHILADELPHIA, U. S. A.

WICO Achieves Another Triumph!



Standard Equipment on 1923 Cleveland Motorcycle

Cleveland chose WICO, for their first battery equipped machine, after their exhaustive road and laboratory tests, extending over a period of two years, had clearly demonstrated its superiority.

Once more WICO Battery's sterling worth, rugged construction and dependability is positively proven.

Dealers—you should handle WICO equipped motorcycles.

Riders—Insist on WICO and insure against battery trouble.

"You want Wico"

The Standard Motorcycle Battery

WICO ELECTRIC COMPANY
SPRINGFIELD, MASS.

Pacific Coast Service, Northwest Wico Co.
144 12th Street, Portland, Ore.

WICO BATTERY
is now
Standard Equipment
on
Indian, Ace
Excelsior, Henderson
Reading-Standard
Sinclair Militor
and
Cleveland

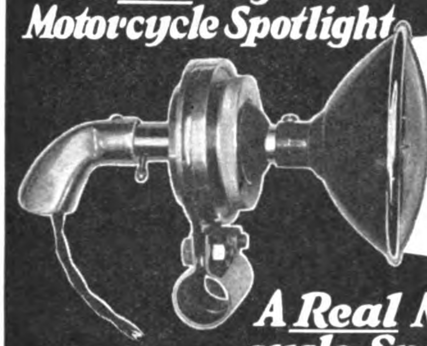
Read the Last 4 words of this telegram, Boys

It Means Something.

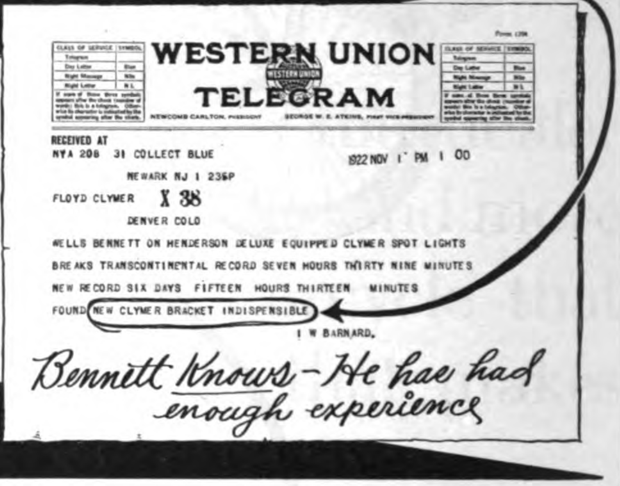
WELLS BENNETT—

New Transcontinental Record Holder—Says So!

The New Clymer Motorcycle Spotlight



A Real Motorcycle Spotlight!



WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVED AT
NYA 208 31 COLLECT BLUE 1922 NOV 1 PM 1 00
NEWARK NJ 1 236P
FLOYD CLYMER X 38
DENVER COLO
WELLS BENNETT ON HENDERSON DELUXE EQUIPPED CLYMER SPOT LIGHTS
BREAKS TRANSCONTINENTAL RECORD SEVEN HOURS THIRTY NINE MINUTES
NEW RECORD SIX DAYS FIFTEEN HOURS THIRTEEN MINUTES
FOUND NEW CLYMER BRACKET INDISPENSIBLE
I W BARNARD.

Bennett Knows—He hae had enough experience

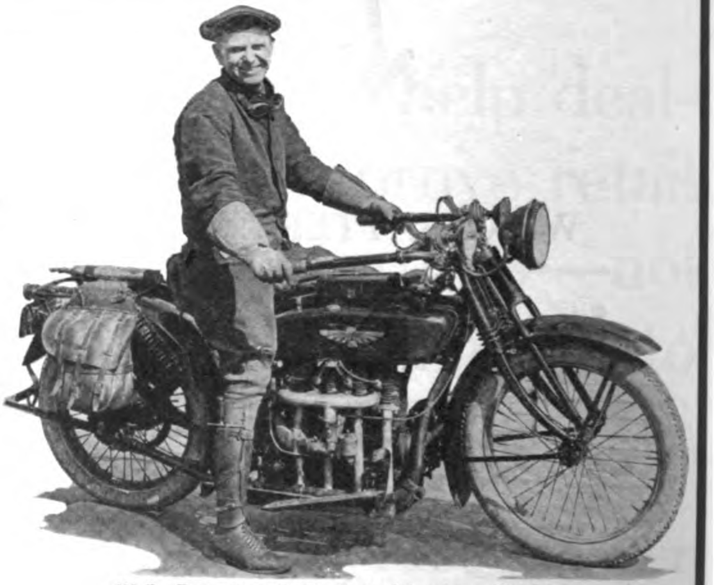
Wells Bennett Chose Clymer Motorcycle Spotlights for His Trip from Coast to Coast

Bennett, Henderson mounted, noted road king and knowing the VALUE and NECESSITY of REAL LIGHTING EQUIPMENT, finished his record-breaking ride across the Continent with the assistance of

The Clymer Motorcycle Spotlight

Our new motorcycle models JUST OUT appealed to Wells Bennett on account of the following EXCLUSIVE CLYMER FEATURES—

Pistol grip handle with the switch at his finger tips.
It was ready for instant use and many times it was needed.
Its sturdy bracket eliminated all ordinary spotlight vibration.
It stayed *put*.
The ball and socket joint made operation a pleasure.
Direct movement (no twisting, then turning movement as on the ordinary spotlight).
It was ready—on the spot—where he wanted it.
And any time he wanted it!



Wells Bennett and His Record-breaking Henderson
(Note Clymer Equipment)

Doesn't this prove conclusively that Clymer Spotlights *are* better. Wells Bennett, new Transcontinental Record Holder, says so, and *he knows!*

It is "America's Best Spotlight." *It's all in the Bracket.* You will say so when you see it. Literature now ready. Immediate delivery.

THE FLOYD CLYMER MFG. CO. - - - Denver, Colo.

NEW COAST TO COAST RECORD

Made by Cannonball Baker on a 1922 Stock

NERACAR

"MOTORING ON TWO WHEELS"

The smallest motor—13½ cubic inch—to ever make this trip, New York to Los Angeles, under its own power.

NO harder course, no more unfavorable season, could have been selected for an economy and endurance test. Yet the Neracar proved its roadability, stamina and enduring qualities.

The Neracar has made good. Built for utility—for long tours as well as city and suburban trips—the Neracar is the sought for, handy runabout.

Live dealers who wish to put more people on two-wheels—who want to increase their motorcycle business—will do well to consider the Neracar's remarkable performance. It is the machine for the masses, the economy vehicle that dealers can easily sell. "Every rider a buyer—every buyer a booster."

Simple, easy to handle, ridden in any clothes, moderate in speed and neat in design, the Neracar fills the need of the most people. The **Market, Machine, Price** and **Discount** are **Right.**

Open territory is fast being closed.
Write today for the 1923 Sales Plan.

NER-A-CAR CORPORATION, SYRACUSE, N. Y.

"Oh, Boys! Neracar is sure the Candy. I know. I advise Live Dealers to get the agency."
—*Cannonball Baker.*

3368.4 Miles

7 Days, 11 Hrs., Running Time

40 Gallons Gasoline, 39 Pints Oil

Costing $15.70

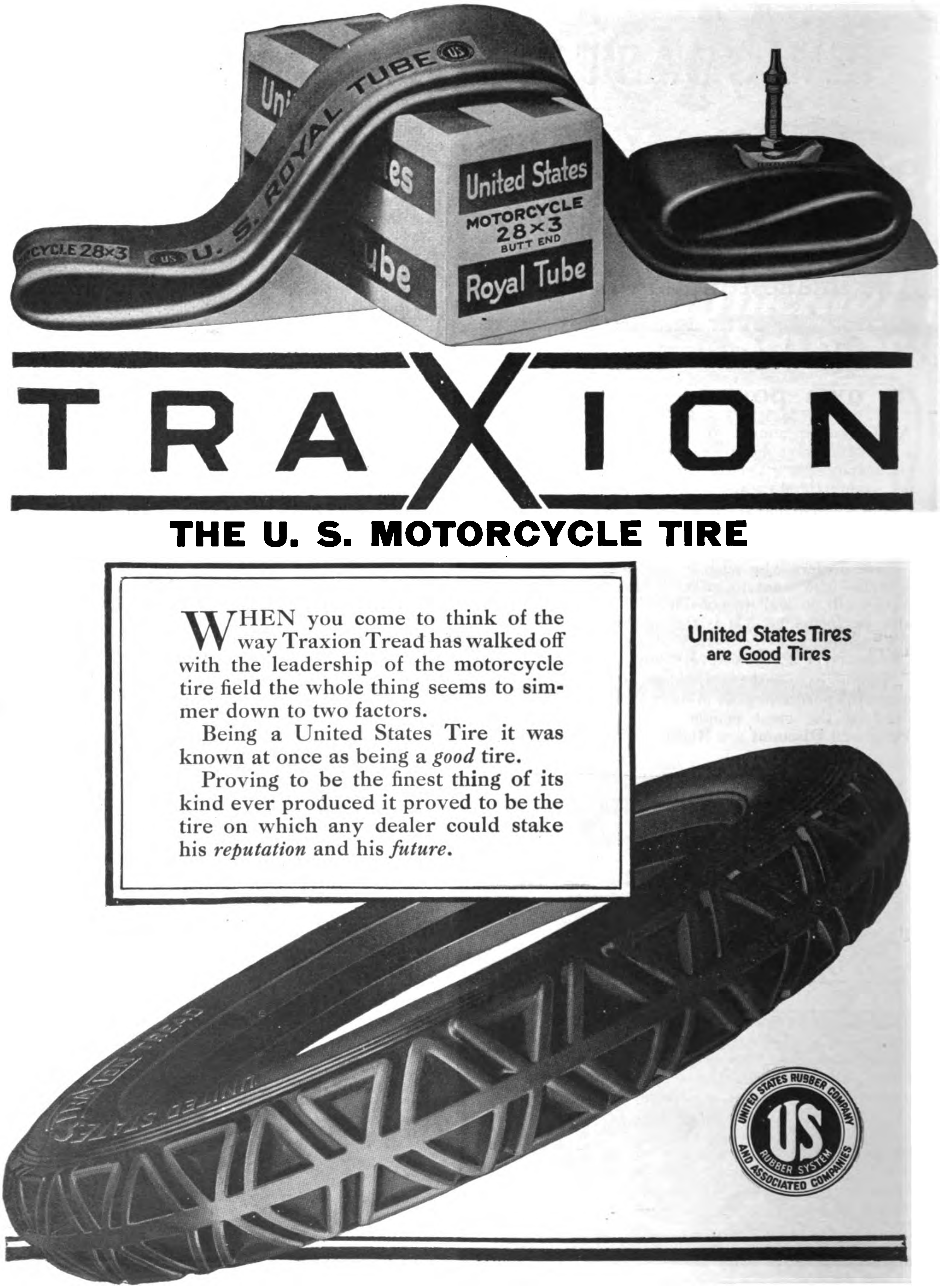
AVERAGING
18.8 miles per hour and 84.4 miles per gallon.

Baker wired—
"Finished most comfortable transcontinental run I ever made. Entire accomplishment almost unbelievable. Small motor pulled me through sand, mud, snow and over mountains where automobile tourists were stopped. Tell the world I think Neracar the ultimate in accomplishment, efficiency, and economy."

CANNON BALL BAKER
NERACAR
LOS-ANGELES ECONOMY RUN

$185

at Syracuse, including 2 electric headlights, tail light and tools.


CYCLE 28×3
US U. S. ROYAL TUBE US
United States
MOTORCYCLE
28×3
BUTT END
Royal Tube
UNITED STATES
TRAXION TREAD
UNITED STATES RUBBER COMPANY
US
RUBBER SYSTEM
AND ASSOCIATED COMPANIES

TRAXION

THE U. S. MOTORCYCLE TIRE

WHEN you come to think of the way Traxion Tread has walked off with the leadership of the motorcycle tire field the whole thing seems to simmer down to two factors.

Being a United States Tire it was known at once as being a *good* tire.

Proving to be the finest thing of its kind ever produced it proved to be the tire on which any dealer could stake his *reputation* and his *future*.

United States Tires are Good Tires

Motorcycle and Bicycle Illustrated

America's Greatest Cycling Magazine

Volume 18, No. 47

November 23, 1922

Wanted A Leader

By W. H. Parsons

THE letter from a Toledo Fan, published on this page, discloses a not unusual condition. There are many cities in the United States in which conditions are just like those in Toledo. Good, live hustlers, conducting clean and attractive stores, rendering efficient service to their customers, but each suspicious that the others are trying to put something over on him, these dealers are all losing business that might be had if they could only get together to boost the sport in a co-operative way.

Our news reports indicate that there is considerable rider activity in Toledo. Tours and runs of various kinds are not infrequent, but they are mostly promoted, each dealer for himself, with the result that there is an unhealthy clannishness among the riders of different makes.

Finding a leader is not as easy as asking for one. To promote a successful club means a lot of work, but in every city there is some one with the necessary enthusiasm who is willing to do the work, if given the proper backing. If the dealers would all get together around the same table, eat a good dinner and smoke a few cigars they should have little trouble in agreeing to get behind a neutral club. Once agreed on this, a call sent out to all of the riders for a meeting in some hall where the cigars can be passed around, and possibly hot dogs and coffee, or cider, and a little music can be provided, will bring a fairly representative attendance. Get some traveler, possibly a tire man, to announce that the dealers are ready to give united support to an active club, but that the management of the club's affairs is to be entirely in the hands of the riders and get the riders to select a chairman. Then throw the question of whether or not a club shall be organized open to general discussion. Unless the riders of Toledo are entirely different from those in other cities a leader will develop, and a good, strong club will be organized.

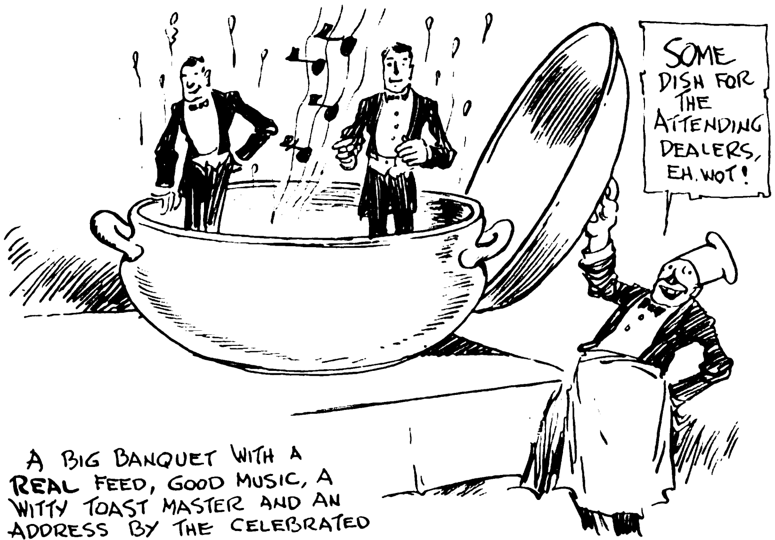
EDITOR Motorcycle and Bicycle Illustrated.—Not long ago you published a letter from a Detroit rider who told of some of the unsatisfactory conditions in that city. I wonder if you will do as much for Toledo. What we need here is a leader who will get the riders and dealers together in a live and hustling motorcycle club. The trouble seems to be that the dealers are unable to get together and co-operate in the right spirit. Our dealers are as progressive as you will find in most cities but they don't pull together for the general good. Each is out for himself. This spirit has been transmitted to the riders with the result that when a run is pulled off some one make of machine predominates, depending on which dealer happens to be promoting the event. Naturally the number of participants is comparatively small. Most of the Toledo stores are a credit to the industry. The dealers are accommodating, pleasant and hold the friendship of the riders mounted on the machines they sell but they don't get together for united boosting. Consequently there are not nearly as many motorcycle riders in Toledo as there should be, and those who do ride don't get as much out of the sport as they should. What can be done about it?

A TOLEDO FAN.

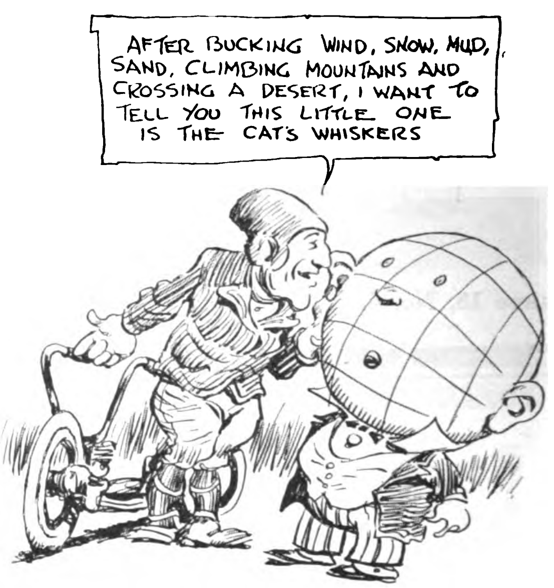
Then see to it that the club has the active co-operation of every dealer in putting over some form of activity, free from machine competition, a secret time run, a pleasure tour with a smoker at the end of it, a dance, or a card party, something that will bring the riders together without any element of name plate rivalry, and give them a chance to discover what a lot of good fellows there are riding all makes of machines. Hill climbs, race meets, endurance runs and reliability trials are all fine sport, but it is possible to over do it. A well established club can put them over but a new club will do well to first build a foundation of confidence and good fellowship through social activities, or competition free from machine rivalry. Many clubs are now taking up motorcycle polo. It provides all the thrills, of a hill climb, or race, and gives the rooters of rival teams plenty of opportunity to shout for their favorite team without involving them in arguments over the merits of different makes of machines.

Some one will probably suggest that finding leaders among the riders is not so hard but who is to act as the leader in getting the dealers together to back the club? There are several factory traveling men regularly making Toledo, any one of whom is competent to get the dealers together. If each of these will use his influence with the dealers he sells to and make a friendly call on the dealers handling competing makes it will not be long before a get-together sentiment is aroused, and the first thing the dealers know they will be matching coins to see who pays the dinner check.

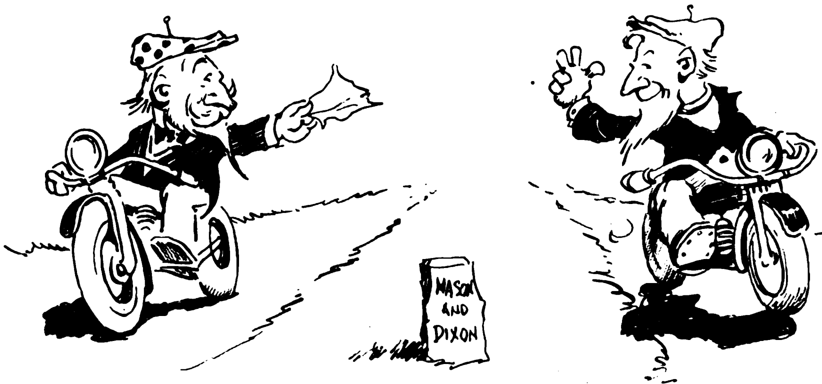
WEEKLY WHIRL of WHEELS


SOME DISH FOR THE ATTENDING DEALERS, EH. WOT!

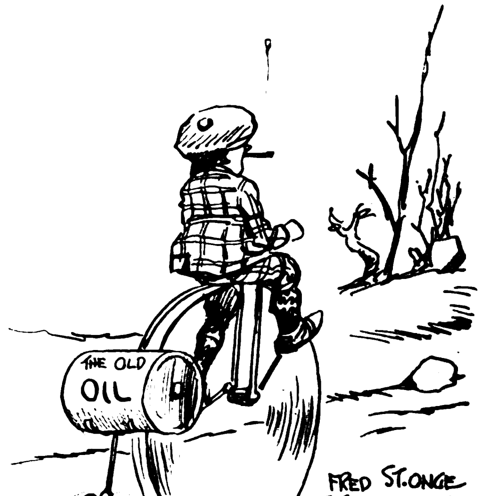
A BIG BANQUET WITH A **REAL** FEED, GOOD MUSIC, A WITTY TOAST MASTER AND AN ADDRESS BY THE CELEBRATED E. ST. ELMO LEWIS IS ONE OF THE FEATURES OF THE NATIONAL SHOW IN NEW YORK IN FEBRUARY


AFTER BUCKING WIND, SNOW, MUD, SAND, CLIMBING MOUNTAINS AND CROSSING A DESERT, I WANT TO TELL YOU THIS LITTLE ONE IS THE CAT'S WHISKERS

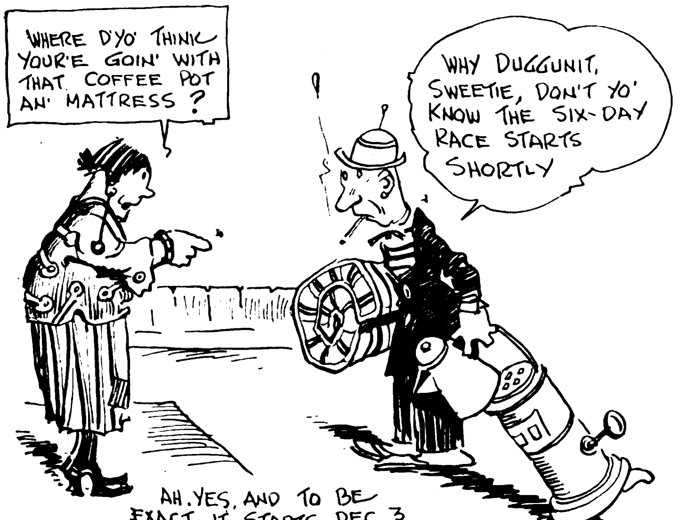
ARRIVING IN LOS ANGELES, AFTER CROSSING THE CONTINENT, "CANNONBALL" BAKER GIVES THE WORLD AN EARFUL ON THE MERITS OF THE NERACAR AS A LONG-DISTANCE TRANSPORT


MASON AND DIXON

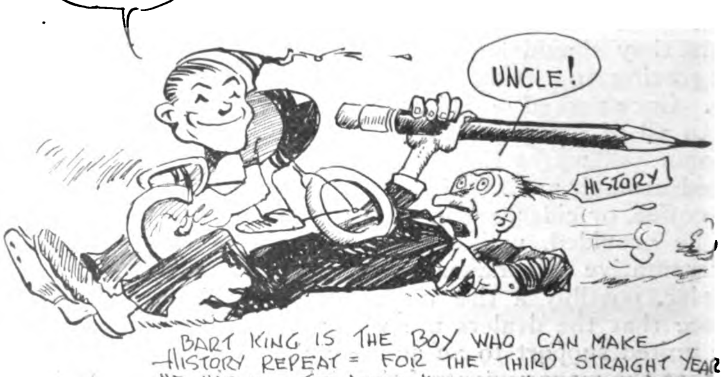
A LITTLE THANKSGIVING STUFF NORTH AND SOUTH = ATLANTA, GEORGIA, WILL HAVE ITS SECTIONAL ENDURANCE RUN AND PROVIDENCE, (R.I.), MOTORCYCLE CLUB WILL HAVE ITS ANNUAL TROPHY RUN



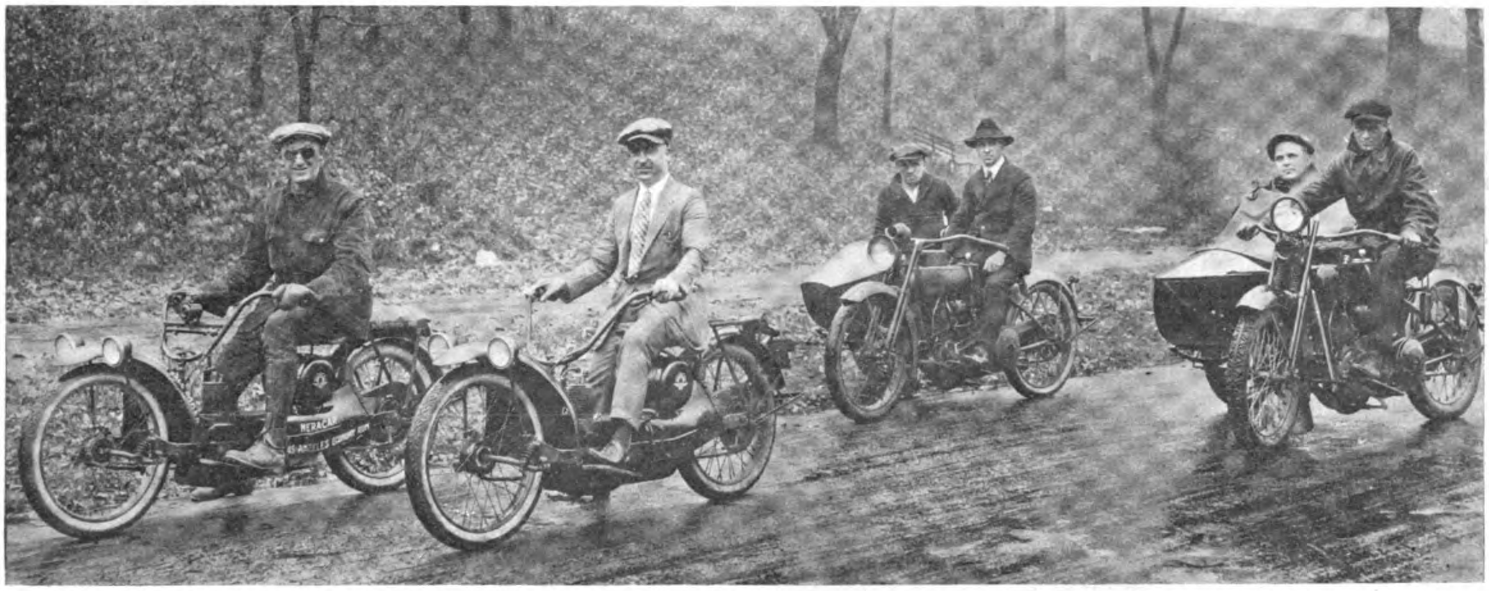
FRED ST. ONGE STARTS OUT FOR ANOTHER YEAR OF BOOSTING


WHERE D'YO' THINK YOU'RE GOIN' WITH THAT COFFEE POT AN' MATTRESS?
WHY DUGGUNIT, SWEETIE, DON'T YO' KNOW THE SIX-DAY RACE STARTS SHORTLY

AH. YES. AND TO BE EXACT IT STARTS DEC. 3 IN MADISON SQUARE GARDEN


SAY UNCLE AGAIN!
UNCLE!
HISTORY

BART KING IS THE BOY WHO CAN MAKE HISTORY REPEAT = FOR THE THIRD STRAIGHT YEAR HE HAS WON THE EMPIRE WHEELMEN'S CLUB CHAMPIONSHIP



Baker and his Neracar at Kansas City. Vincent Mellen, Neracar representative in Kansas, is the nice looking gentleman at Baker's left.

Cross Country on 40 Gallons

Cannonball Baker Sets Economy Record for Transcontinental Trip, Riding America's Newest Lightweight, the Neracar

WE have a new transcontinental motorcycle record, and as was to have been expected, it was made by the pioneer of transcontinental motorcycle records, Cannonball Baker. It's a new record in more ways than one. To begin with, speed was not the consideration. To Baker there is nothing new in flashing across the country at breakneck speed. He's done that in his sleep. He has done it with the most powerful machines the motorcycle manufacturers could produce and the thrills are all exhausted.

But an economy record. That's different. No one had ever made an effort to find out just how near a motorcycle would come to crossing the country on its reputation alone, with the assistance, now and then, of a drop or two of gas and oil, and Baker decided he'd be the discoverer. When you talk of economy on gas and oil consumption you naturally turn to the lightweight, for obviously it takes less fuel to run a little machine than it does a big one.

But here was another problem. Would a lightweight stand the gaff of rain, mud, dust, ruts, sand, snow, desert and mountain that must be traversed between New York and Los Angeles? Baker looked them over and picked the Neracar to do it, and on October 24 he was checked out at Perth Amboy by Editor Walter Bardgett, of Motorcycle and Bicycle Illustrated. On Sunday, Nov. 20, he was checked in at Los Angeles by Editor J. J. O'Connor, of Western Motorcyclist and Bicyclist, finishing what he pronounced to be the most comfortable transcontinental run he ever made.

BAKER'S LATEST RECORD

New York to Los Angeles, 3368 miles.
Gasoline consumed—40 gals.
Miles per gallon—84.1.
Oil consumed—5 gals.
Miles per gallon—673.6.
Actual running time—179 hrs. 28 mins.
Average miles per hour—18.45.

He clocked 3,368 miles and consumed forty gallons of gasoline and five gallons of oil, doing it, which must be acknowledged as some economy record. His actual running time was 179 hours and 28 minutes. This gives him a little over 84 miles to the gallon of gas, and over 673 miles to the gallon of oil, and an average of a little less than 20 miles an hour, actual riding time. It's going to be some time before this record is beaten.

As Baker progressed he sent back word of his experiences and the impression the performance of the little lightweight was making on him. These messages tell the story of the run better than it can be told in any other way, so here they are.

New York—Left here 11:42 a. m. Expect to reach Gettysburg, Pa., tonight. Took on two gallons of fuel. Big crowd saw start. Must face strong winds from south. Weather fair.

Gettysburg, Pa.—Strong head wind cut gas mileage down today. Expect to better it. Did 188 miles in 9 hours, 8 minutes, elapsed time, on three gallons of fuel.

Wheeling, W. Va.—This was another windy day. Covered 245.1 miles only. Got two gallons, 1 quart, of fuel today. Motor is just getting into shape. Will try and make Indianapolis tomorrow. Elapsed time today, 14 hours, 27 minutes. Total mileage, 433.1.

Indianapolis, Ind.—Reached Indianapolis in 15 hours, 30 minutes, elapsed time, covering 316.2 miles. Three gallons, 1 quart of fuel, today. Leaving noon Friday, arriving Terre Haute same day. Will reach St. Louis Saturday night. Machine fine. No trouble and no adjustments. Total mileage, 749.3.

Terre Haute, Ind.—Miles today, 91.4. Two quarts of gas and half pint oil at Indianapolis. Took one gallon gas and pint oil on here tonight. Had 47 miles of bumpy gravel roads. Neracar rides it better than big machines. Better control. St. Louis tonight. Total mileage, 840.7.

St. Louis, Mo.—Covered 173.4 miles

BAKER'S TRIBUTE TO NERACAR

Los Angeles, Cal.—"Finished the most comfortable transcontinental run I ever made. The entire accomplishment is almost unbelievable. The small motor pulled me through sand, mud, snow, and over mountains where automobile tourists were stopped. Tell the world I think the Neracar the ultimate in accomplishment, efficiency and economy."

in 8.22 elapsed time today. Everything in A1 shape. Will start Sunday for Fulton, Mo. Total mileage, 1,014.1.

Columbia, Mo.—Had to change route via Fulton, Columbia, Booneville, Marshall. Kansas City tomorrow night. 145.3 miles today. Elapsed time, 8 hours, 50 minutes. Roads dusty and chunky. Everything A1 shape. No trouble of any kind. Total mileage, 1,159.4.

Kansas City, Mo.—Today's elapsed time, 9 hours, 44 minutes, for 168 miles. Lots of deep dust and rough roads, but Neracar gets over them much better than big machines. Elapsed time from New York to Kansas City, 1,357 miles, 6 days, 4 hours.

Newton, Kan.—Oh, boys, Neracar sure is the candy. Thursday, mud ruts all day. Was able to stay with Fords on bucking mud. Motor never missed a shot. Covered 151.7 miles in 10 hours, 42 minutes, elapsed time. Kansas City to Staffordsville, 82.7 miles, today, in 9 hours, 56 minutes, elapsed time: 55 miles in low speed. Mud and some more mud. Rode railroad tracks 14.6 miles. Tourists stuck all along the trail. Neracar sure is coming strong. No trouble. Looks like I will be here a day until rain is over.

Dodge City, Kan.—Covered 192.9 miles today, elapsed time, 10.02; roads muddy and very rough and very strong head wind all day. Neracar still going strong. No trouble of any kind. Just running motor at high speed at all times. Expect to reach LaJunta Tuesday night.

La Junta, Col.—Back on good roads. Covered 234 miles; elapsed time, 11 hours, 45 minutes. Very cold up here. Neracar is sure running wild. Everything A1 shape. Mountains from now. Expect to reach Albuquerque Thursday night.

Glorietta, N. M.—Hundred and twenty-three and seven-tenths miles over the mountain top against a strong wind. Lots of heavy graded roads. Forty-five miles of low speed work. My stop tonight is an elevation 6,800 feet. Snow tops all around. Neracar sure going strong in the Rockies. Albuquerque Friday. Wednesday another real day for Neracar. Over the top of Raton Pass. Elevation 7,880 feet. Twenty-five miles in 2 hours and 12 minutes. Lots of low speed work. Now in the heart of the snow-top mountains. Elapsed time, 10.38, 153 miles. Roads very bad.

Albuquerque, N. M.—Elapsed time Thursday was 9 hours, 52 minutes. Rode 93 miles today from the mountain tops. Elapsed time, 6 hours, 50 minutes. Roads choppy. Everything in good shape. Sixteen inches snow at Springerville route. Neracar will take it like the Kansas City mud.

Holbrook, Ariz. — Albuquerque to Belen Saturday, 36 miles. Time, 1 hour, 35 minutes. Sunday, 53 miles; sand ruts, over foothills to Socorro to the top of Continental Divide; 77 miles strong winds. Elevation, 8,500. Lots low speed work to reach top. Deep ruts of heavy snow. This kind of going is just made for Neracar. Stopped Quemado, 163.5 miles; elapsed time, 10.50. Monday, 143.2 miles; elapsed time, 10.12. Snowstorms all day; very cold. Roads rough and rutty. Expect to reach Flagstaff tomorrow. Motor still running wide open.

Flagstaff, Ariz.—Holbrook to Winslow, 35 miles, low speed in deep sand and dust ruts. Very rocky Winslow to Flagstaff. Frozen mud and snow covered ruts. Lots of snow up here and very cold. Neracar like a duck, always on top; 105 miles; elapsed time, 8.30.

Kingman, Ariz.—Flagstaff to Ashfork, snow covered roads. Otherwise good. Four thousand foot drop in 172.7 miles. Elapsed time, 9.48. Running time, 8.31. Desert now on. Neracar is in wonderful shape to get the worst yet to come. Expect to finish Saturday or Sunday.

Goffs, Cal.—Neracar sure showed real durability today. In desert over top Oatman Pass. Eight miles low speed. Deep sands and rocky foothills. Needles-Goffs, 31 miles, 2,700 foot climb. Sharp rock ruts. 22 miles, low. 194 miles. Elapsed time, 6.52.

Victorville, Cal.—Friday Goffs to Daggett, 132 miles. Elapsed time, 8 hours, 55 minutes. Deep ruts of sand. Rocks, chuck, pot-holes. Saturday, Daggett to Victorville, 58 miles, 3 hours, 10 minutes. Deep dust and sand ruts and chuck-holes all over. Crossing Mohave Desert done easily with smallest motor vehicle ever attempting it. Done in record time. Concrete road over Canyon Pass to finish tomorrow; 5,500 foot elevation.

Los Angeles, Cal.—Finished most comfortable transcontinental run I ever made. Entire accomplishment almost unbelievable. Small motor pulled me through sand, mud, snow and over mountains where automobile tourists were stopped. Tell the world I think Neracar the ultimate in accomplishment, efficiency and economy.

POLICE TEST MOTORCYCLES

THE Toledo police department has just placed an order for motorcycle equipment, based on a competitive test of the different makes of machines, held on one of the new roads just outside the city.

The tests were conducted by the city officials, who held the stop watches and directed everything.

The first test was for economy. The tanks of the machines which were to be used for this purpose were all thoroughly drained, and a pint of gas was put in each one.

The Ace was driven by Bill Slater, of Philadelphia, the Henderson by Ralph Enos, of Chicago, the Harley-Davidson driven by Mr. Jameison, of Milwaukee, and the 74 Indian Chief, by Earl Armstrong, of Springfield. All of the machines had sidecars attached, and were driven light. After they were started the Police Sergeant followed them to check up.

The Henderson, traveled 3.1 miles which figures 24.8 miles average to the gallon; the Ace clocked 5½ miles, averaging 43.2 miles to the gallon; the Harley-Davidson averaged 56.8 miles to the gallon, while the Indian Chief ran 71.2 miles to the gallon.

The speed tests were also run with the sidecars on. The contestants had to run over a course 1.1 miles long and back again. Their time was taken midway. The test not only showed the maximum speed the machines were capable of, but demonstrated the all-round performance, such as getaway and acceleration and brake test. A passenger was carried. The results showed the 74 Indian Chief, to be the winner, having covered the distance in 2 minutes 30 and 2-5 seconds. The Henderson DeLuxe, made 2 minutes, 37 and 3-5 seconds; Harley-Davidson, 2 minutes 44 and 1-5 seconds, and the Ace 3 minutes 1 and 4-5 seconds.

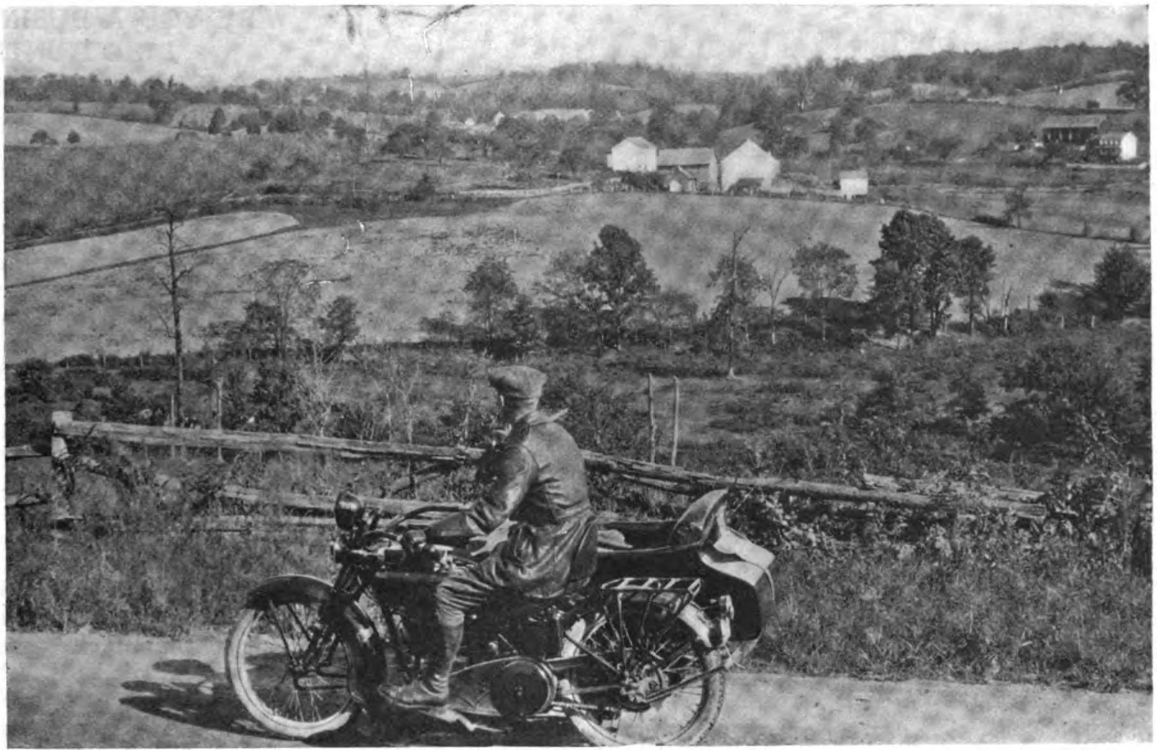
The slow speed in high gear developed into more or less of a comedy. The only machine to cover the distance without the rider losing his balance or stalling his engine, was the Ace, and thus the honors for balance at low speed went to Bill Slater.

This concluded the tests as far as the officials were concerned, for they were evidently satisfied with what they saw. The next day, the contract was awarded to Blauvelt and Stuart, for thirty-two 74 cubic inch Indian Chief Motorcycles, ten Princess Sidecars, and two Indian Chief power plants.

WELCOMING THE CHAMPS

THE Indian Motorcycle Co., are firm believers in capitalizing on current local events of Atlanta, Ga. On the occasion of the visit of the Notre Dame Football team for a game with Georgia Tech recently, they ran a four column ad on the sporting pages of the Atlanta papers as follows:

Welcome
NOTRE DAME
Champions of the West
to
GEORGIA TECH
CHAMPIONS OF THE SOUTH
by
INDIAN MOTORCYCLE
Champion of the World.



In the Beautiful Lehigh Valley of Pennsylvania.

Random Thoughts

By W. H. Parsons

OUR old friend and veteran cyclist, J. P. Fogarty suggested recently that dealers could set a good example by "dressing the part." Sport clothes are attractive and appropriate. A salesman in neat knickerbockers gives a tone to the shop. The suggestion is well worth adoption.

* * *

THE good sportsmanship displayed by the Ace Motor Co. in offering congratulations to Wells Bennett on his breaking of the transcontinental record, made a month previously by Cannonball Baker is worthy of comment. More of that sort of spirit will go a long ways towards popularizing the greatest sport on earth with the general public.

* * *

THE first announcement of some of the plans for the coming Motorcycle-Bicycle and Accessory Show in New York next February indicates that unusual effort is to be made to interest the general public. The program has been arranged to offer attractions to people who might not come to the show primarily to see a display of motorcycles and bicycles, but who when once they are inside the building will be live prospects. Many thousands of people will undoubtedly attend the show because of the entertainment features of the program, outside of the displays of the exhibitors, and while there they will get a more favorable idea of bicycles and motorcycles and the advantages they offer for pleasure, health and service, and that is one of the things the promoters of the show wish to put across.

* * *

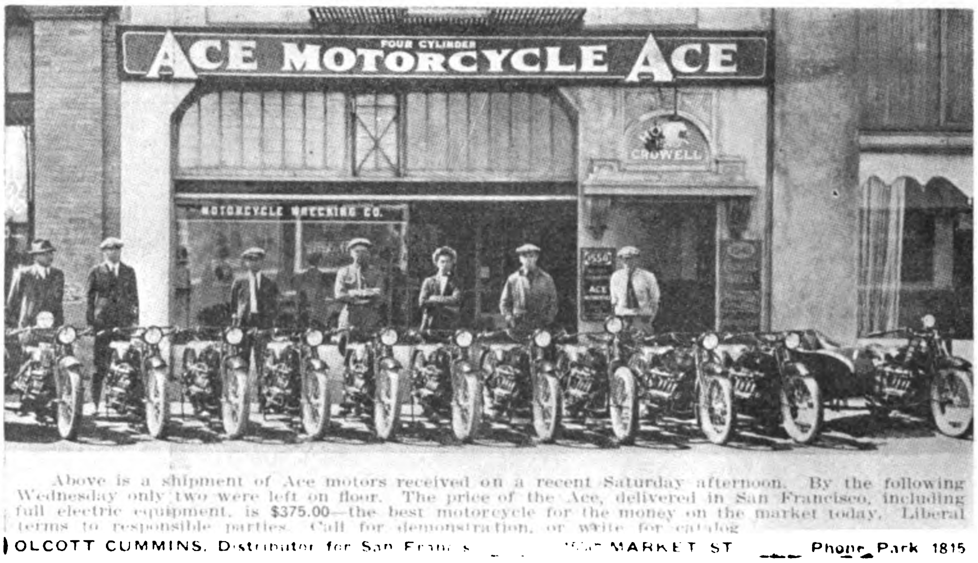
CANNONBALL BAKER'S trip across the country on a Neracar, and his enthusiastic endorsement of the lightweight as a touring vehicle should give a new impetus to the lightweight idea in America. Baker encountered rain, mud, ruts, sand, snow and ice, good roads and bad, straight and crooked, up hill and down, desert and mountain, and conquered them all with a machine that many people have been pleased to class as a city runabout. This should demonstrate to the most skeptical that the lightweight has a wider field than has generally been conceded to it. No one will attempt to argue that the low-powered lightweight will render equal service, under all conditions, with the heavyweight, but that the lightweight is far more efficient than it has generally been given credit for being must be admitted. By bringing lightweight efficiency into the limelight Baker has rendered the motorcycle industry a genuine service.

THE first act of the new Cycle Trades of America Publicity Committee was to sign up Fred St. Onge for another year of boosting, and start him on his way. If the committee doesn't do another thing for a year it has justified itself. There is only one St. Onge, more's the pity; and so long as his services are obtainable the bicycle industry will do well to keep him in the field. But the committee isn't going to stop with St. Onge. Watch for the announcements of the committee's plans in MOTORCYCLE AND BICYCLE ILLUSTRATED.

* * *

WE have had a good many state championship events during the past season, particularly race meets and hill climbs, but we have very few state champions. I haven't the exact data before me but I believe I am safe in saying that the most of the championships are held by half a dozen riders some of them holding championship titles for half a dozen states. Under the present M. and A. T. A. rules this is possible but it is a wrong system and the rules should be corrected before the opening of the 1923 season. Traveling champions are a joke. State championship events should be restricted to competitors who are bona fide residents of the state.

How Cummins Does It



Above is a shipment of Ace motors received on a recent Saturday afternoon. By the following Wednesday only two were left on floor. The price of the Ace, delivered in San Francisco, including full electric equipment, is $375.00—the best motorcycle for the money on the market today. Liberal terms to responsible parties. Call for demonstration, or write for catalog

OLCOTT CUMMINS, Distributor for San Francisco 1550 MARKET ST Phone Park 1815

This is the Picture Post Card that Cummins Sent Out to His Prospects with Good Results

OLCOTT CUMMINS, has a lot of ideas regarding the treatment of "prospects." He knows they are shy, and don't want to be eternally pestered, and yet Mr. Cummins believes that prospects can be kept interested and carried along till many of them develop into purchasers.

It is only a few months since Cummins established his Ace agency at 1550 Market street, San Francisco. He put up a big sign, and, aided by Roy Artley, did some tall hustling. Cummins, and Dave Crommie, a leading member of the San Francisco Motorcycle Club who is now with the Ace agency got together some enthusiastic Ace riders. On Saturday evenings, they made impromptu dates for the following Sunday mornings, to meet outside the store. Recently, they met early, took the new ferry to Sausaluto and rode down the lovely Napa Valley to Calistoga and the geysers. There were a dozen of them and the gleaming white metal with which the Ace is lavishly trimmed, made the public look with interest at the dashing riders: "Some nifty motorcycles" people said.

A shipment of Ace motors, received on a recent Saturday afternoon, were all gone but two by the following Wednesday. Mr. Cummins made this the occasion for issuing Number 1 of a series of picture post cards which he intends to mail for every two weeks or so, to all his prospects. The card bears a picture of a string of Ace motorcycles, lined up outside the agency. The caption between tells of the speed with which the shipment of Ace motors was sold. It also tells the price of the Ace, delivered in San Francisco, including full electric equipment, and it urges those who receive the cards to call for demonstration or write for a catalogue.

"The post cards are one of the means of follow-up that I intend to use," said Mr. Cummins. "I have sent out between 800 and 1,000 of them. We have ten or twelve strangers coming in here every day, and I look on them all as 'prospects' even if they come to make some trivial inquiry regarding repair work. For that reason, we try to interest them and, if possible, secure their names and addresses. Often they are shy about giving name and address, for they fear they may be importuned to purchase. As I rule, we promise to send them a copy of a magazine. That interests them and we always do send them a copy of "The Motorcycle & Bicycle Illustrated, or of our Western magazine.

Having secured the list of prospects, I am planning now to send them snappy postcards, every two weeks or so. The picture of our store, with the Ace motorcycles lined up, is the first of the series. Early next year, when the rainy season lets up, we can take snap shots of pleasant spots visited on our runs, of picnics and anything interesting that our riders come across. About a thousand of each will be mailed, via the postcard route, to our prospects, every two weeks or so. We hope to interest some of them sufficiently to induce them to join us on our runs. In any case, it is my belief that magazines and post cards will keep our prospects interested."

Mr. Cummins is well known in the California Motorcycle trade. He was in the motorcycle business in Eureka, Cal., for several years and later was, for a time, in Los Angeles. He is a native of Oakland.

ARE YOU A BUSINESS, OR A BIRD HUNTER?

By "Observator"

INTO the train shed of the Union Station at Washington, D. C., followed by a Red-cap staggering under the load of a big valise and gun-case, came one of the internationally known scintillating lights of the retail motorcycle industry. He had come at the invitation of Addison Bowie to put in a day's hunting along the Potomac. Addison, however, had not figured when he gave the invitation that the middle of November would be such wonderful motorcycle selling weather, and as a result the visitor had to go hunting with Addison's younger brother — Gwynne — returning that night with a wonderful bag.

The moral of this story does not concern the bird hunter's luck. It is to observe that during the day Addison sold no less than SEVEN motorcycles, three of new and four rebuilt Harley-Davidsons, and it seems to us, that if we were a motorcycle dealer, we would rather sell seven motorcycles on a November day, than shoot all the birds in seven counties.

Of course, everyone has to take a vacation sometime, and Addison Bowie surely needs one right now after his strenuous Fall business. But Addison's job comes first, and that's the main reason he leads the country in point of new 1923 Harley-Davidsons actually sold and delivered.

CONFISCATION INSURANCE

A CALIFORNIA case will interest dealers selling machines on the installment plan. In addition to fire, theft and embezzlement insurance, there is the question of machines being confiscated by revenue officers. A dealer in California recently suffered a loss of two machines partially paid for, one case being a fellow who was caught bootlegging whiskey from Mexico and the other was a Chinaman distributing drugs, both outfits being seized by revenue officers. Upon investigation the dealer found that for a very small sum he could cover his sales by confiscation insurance.

EVER TRY THIS ONE?

IN every town there is some ambitious young chap who would like to be a salesman. He has friends and is willing and perhaps anxious to talk motorcycles. If you would supply him with a package of your firm cards with his name printed on them; also with catalogs and other literature, the chances are that he will sell some motorcycles for you and you will not be put to any expense until he makes some money for you.—Hendee Contact Points.

BOOSTING THE SCHICKEL LIGHTWEIGHT

ABOUT three days before the recent Crotona run, Mr. Schickel happened to drop in to see us on a visit. We were all busily engaged tuning our motors for the contest and were full of enthusiasm. It seemed to please the old gent very much and he wanted to know all about the different tests they were to have at different points of the course.

A few of the boys had not their machines and wanted to know from the writer what they should go in with "Ride a Schickel," was the reply. Although it was said as a jest, Mr. Schickel took it rather seriously.

"When is this run coming off?" he asked. "Sunday, November 12th," was the answer, three more days to go."

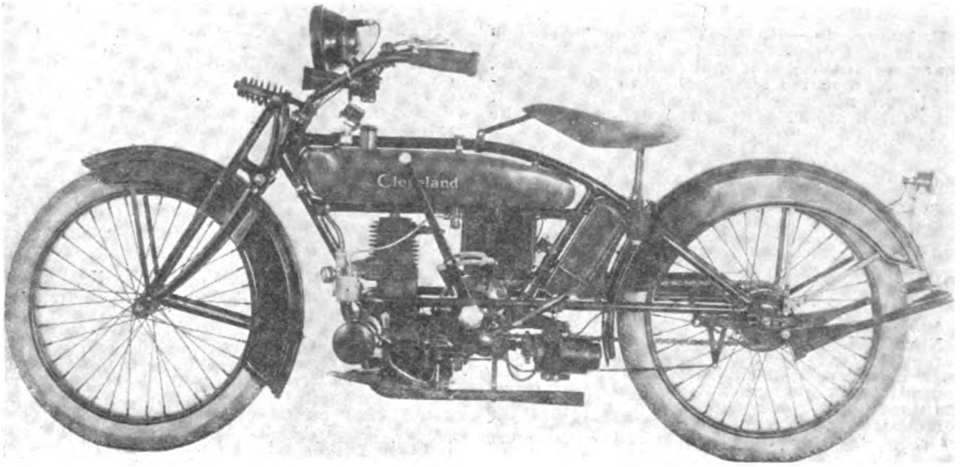
"Who all wants to ride?" questioned Mr. Schickel.

Three of us immediately volunteered and were promised that although no special jobs were available we were welcome to use three demonstrating models, one of which was previously used 10,000 miles.

None of us had ever ridden the Schickel before and had our first instruction and practice the morning of the run. We reached Fordham Square, pulled up to the starting line, signed our checking sheets and were promptly off. A steady 35 miles an hour was kept up for the first 50 miles, after which we slowed down, as we were too much ahead of time, and pulled into Beacon on time, checked in, had a hearty meal, checked out and were off to what was supposed to be the hardest part of the run. One of the old endurance hounds rode along side and advised us that it was now time enough for us to get back on the smooth pavement and continue our journey on the state road. We paid very little attention to this advice and kept plugging along on roads that were almost unpassable, even with big twins; through ruts and loose sand, up hill and down dale, right among the leaders every inch of the way, finishing with almost perfect scores and rolling to the home check without experiencing any mechanical troubles whatsoever.

In conclusion, I wish to say that I had no interest in this make of motorcycle before this run and am writing this as a testimonial not to give the Schickel a boost, but simply aiming to give credit where credit is due. Our hats off to Mr. Schickel, the three little Shickels and my team mates, Stuffy Nixon of Springfield, Mass., and Louis Scheinbloom of the Bronx.—Rudolph Stern.

The New 1923 Clevelands



The new Cleveland, battery model, lightweight motorcycle.

THE Cleveland Motorcycle Manufacturing Co. announces an improved model for 1923. The original design has of course been retained. The new motor is smoother running, more powerful and faster, as the result of much experimental work, the refinement of port design and details of the motor. Smooth clutch action has been obtained by the use of inserts in alternate plates in the clutch.

Riding comfort has been enhanced by the compound suspension saddle springs which, combined with the new Cleveland "Cushion Grip" handlebar grips.

Further thought to the care of the rider is shown in the use of deep drop valances on not only the front guard, but the full length of the rear guard as well.

The new Cleveland appears in a striking color combination of blue and black enamel. Tank, tool box and wheels are in "Blue Devil" blue. Frame, guards, motor, in baked enamel, black.

The Bosch combination ignition and lighting magneto appears on the model "ML," where it provides the customary character of Bosch magneto ignition, as well as both head and tail lamps.

The model "E," or Battery Special, is a "de luxe" model with ignition by standard Bosch magneto; lighting by DU-5 Splitdorf generator, and Wico storage battery. The machine is equipped with Klaxon horn, ammeter, etc. Tail lamp is operated independent of the head lamp bulbs, so that either one of the three bulbs, brilliant head lamps, head lamp dimmer and tail lamp can be operated independently for parking or driving.

The electrically equipped model "ML" is now offered at $185, the former price of the unequipped model; that is to say, $35 lower than the electrically equipped model of 1922. The battery special is listed at $220. Prices are f. o. b. Cleveland, tax additional.

MOTORCYCLING IN AUSTRALIA

By Harry Gordon

MOTORCYCLING in New South Wales has been quiet for the past few months during our very mild winter, but now events are coming thick and fast again. Already a couple of clubs have been busy with events, the principal one being a six hours' reliability trial through very picturesque country, held by the St. George M. C. C., and made open to all clubs affiliated with the Motorcycle Club of New South Wales. Six were adjudged a tie, and a decider was ordered, which resulted in prizes being won by H. R. Hodgson (Harley-Davidson), Paul Kerslake (Norton) and E. N. Williams (A. J. S.), while E. Williams (James), S. Williams (Excelsior) and R. Stroud (Indian and sidecar) were awarded certificates.

The fourth annual opening fixture of the same club, St. George, attracted about 50 motorcyclists to Cronulla. They had a real good day, particularly Harold Wood and Lance Watson, who carried off nearly all the prizes in the impromptu sports. At Christmas time there is Australia's biggest motorcycling fixture, the Six Days' Thousand Miles Trial, promoted by the M. C. C. of New South Wales.

LADY RUNS MOTORCYCLE DELIVERY

MRS. GEORGINE MULLIN, of Marshalltown, Iowa, young, pretty and tailored in a nifty riding suit, can be seen any day riding her Harley-Davidson with sidevan, delivering parcels about town. She enjoys the outdoor life and has built up a profitable business.

What Motorcycle Clubs *and* Riders Are Doing

SHIPS MOTORCYCLE TO JAVA

Dubuque, Ia.—K. K. Tan, who has been attending college here for the past three years, is leaving for his home at Batavia, Java. He became so attached to his Harley-Davidson motorcycle that he is having it shipped on ahead so it will be there when he arrives.

RENO CLUB GETS CHARTER

Reno, Nev.—The Reno Motorcycle Club, formerly the Reno Harley-Davidson Motorcycle Club, has just received its charter from the M. & A. T. A. Officers of the club are: Ralph Clay, president; Edward Simmons, vice-president; Joe Serpentino, secretary, and Victor Cassinelli, road captain.

NEWARK HAS LADIES' NIGHT

Newark, N. J.—On Tuesday night the New Jersey Motorcycle Club held a ladies' night, with members and their friends invited. The committee in charge had a number of novel stunts to entertain the crowd, after which refreshments were served. Before this, however, prizes for the best-baked cake were awarded.

GOLDEN GATE PLANS FAR AHEAD

San Francisco, Cal.—A committee has been appointed by the Golden Gate Motorcycle Club to proceed with arrangements for the first annual endurance run of the club, which is to take place on February 22, 1923. The club is planning to have a course of about 300 miles, and special inducements will be held out to club members who enter. C. E. Oberg, of the Pacific Motor Supply Co., speaking of the run, said: "The main idea of this run is to get the new riders out."

NEW CLUB AT LINCOLN, NEB.

Lincoln, Neb.—The Lincoln Motorcycle Club, which was organized on Friday, the 13th of October, with 13 charter members, is going strong. It now has 46 members and they are planning for a winter full of fun and frolic. One of their first outings was a weiner roast, all riders of the vicinity being invited. Seventy-five machines, mostly with sidecars, turned out. On Armistice Day the club was invited to furnish sidecars to carry disabled veterans in the parade and responded enthusiastically.

HOLLY GATHERING

San Francisco, Cal. — A bunch of riders from the San Francisco Motorcycle Club, led by Capt. Gene Herell, ran down to La Honda redwoods on a recent Sunday and loaded themselves and their motorcycles with toyon berries, the native "holly" berry of California, and rode back to town embowered in the red berries. Among them were Finnigan Speer, Ed. Christie, Roy Ford, C. B. Lodge, Gene Ewing, and other popular members of the club, all on solo or tandem machines.

BRINGS SEASON TO CLOSE

Ottawa, Ont.—The Ottawa Motorcycle Club brought its summer season to a close on Friday evening, November 17, with a meeting in the store of Wheeler Bros., 778 Bank street. Ottawa Indian dealers. Club officers and members complimented themselves on the fact that the club had carried out an extensive program of events over a period of six months, even though the club was unable to stage one race meet during the season because of the lack of a track.

MARION CLUB DOINGS

Marion, Ind.—The Entronuse Motorcycle Club of this city was entertained recently at the home of one of its members, Chas. Krall, Converse, Indiana, a small suburb of Marion. Mr. Krall is a railroader, but finds time to enjoy riding his motorcycle over the Indiana highways. Glenn A. Scott, local Harley-Davidson dealer and sponsor of the local motorcycle club, announces that the club is organizing two basket-ball teams from among its members with the intention of playing in the local city league. There will be a ladies' team and a men's team both in the senior division.

BROOKLYN CLUB HAS DUCK DINNER

Brooklyn, N. Y.—The Brooklyn Motorcycle Club held a road run to Patchogue, Long Island, November 19. A specially prepared duck dinner was served at the Old Oak Inn at Patchogue. The present membership enrollment of the club number sixty-seven. Officers of the club are considerably gratified by the increasing applications for membership, which indicate that the club's active efforts to advance the healthful sport of motorcycling are becoming widely recognized. Embodied in the by-laws of the club are many beneficial movements toward the furtherance of road courtesy and the observance of motoring laws, both written and unwritten.

CALIFORNIA ENDURANCE

Oakland, Cal.—The California State championship endurance run, under the auspices of the Oakland Motorcycle Club, will be held on Sunday, November 26. The run will start at 13th Street and Broadway, at midnight, and the competitors will lap an 85-mile course four times. Neutral time of 30 minutes will be allowed at the Oakland control. Machines will be held at this control the full 30 minutes, regardless of whether the rider is late or not on entering. Machines cannot be worked on during this neutral time. There are three classes: Expert, novice and private owner.

AMERICAN CLUB RUN

Brooklyn, N. Y.—The monthly run of the American Motorcycle Club, Sunday, to Oyster Bay, was a success. The riders left the club at 10 a. m. sharp, arriving at Oyster Bay at 12, and had picnic lunch and a good time on the beach. The club will hold short runs each month until spring and then will have some real endurance runs and hill climbs under the M. A. T. A. sanctions. The membership roll is still open to real 100 per cent motorcyclists who care for road courtesy and clean sports. The club meets at the American Motorcycle Club, Patchen Motorcycle Garage, 305 Patchen avenue, Brooklyn, N. Y.

MARYLAND CLUB HILL CLIMB

Baltimore, Md.—The Maryland Motorcycle Club has planned a hill climb for Thanksgiving Day, to be held just off the York Road about a mile north of Cockeysville. The hill measures about 1,000 feet in length and should prove a good test for machines and riders. It will be open to all M. and A. T. A. riders, and there will be six events in all. Sanction has been applied for. For entry blanks write O. F. McKenna, 611 W. North Avenue, Baltimore, Md. The hill is located within a few rods of the York Road, so no bad roads will have to be covered to get there. Refreshments and lunch will be served on the grounds, and the climb will start at 1 p. m. promptly so as to finish before dark.

MILE-A-MINUTE ANDERSON

Winchester, Ind.—Paul Anderson has the distinction of being the first half-mile dirt track rider to do a mile-a-minute with a 30-50 single. He used the little pocket-valve X with which he has campaigned dirt tracks during the season. He did the mile in even time twice, just to show that the first attempt was not a fluke. He also set a new five-mile record of 5:02 3-5, which clips about five seconds off the time for that distance. The trials were officially sanctioned by the M. & A. T. A., and Indiana State Referee McFarland was in charge. Rain and oil made a treacherous combination on the track and Anderson had two spills, the second of which terminated the speed trials when the frame and forks of his machine were badly bent.

MIAMI VALLEY CLIMB

Dayton, Ohio—The hill climb promoted November 12 by the Miami Valley Motorcycle Club resulted as follows:

Novice—Miller, Indian, 300 feet; Johnson, Excelsior, 400 feet.

Eighty-Inch, Private Owners—Art Irwin, Henderson, 12 2/5 seconds; Del Eckert, Henderson, 12 1/5 seconds; M. Jones, Henderson, 10.2 seconds; Creger, Harley-Davidson, 22 seconds.

Sixty-one-Inch, Professional—M. Jones, Excelsior, 9 seconds; Creger, Harley-Davidson, 18 seconds; Miller, Indian, no time, fell off.

Free-For-All—M. Jones, Excelsior, 9 2/5 seconds; Art Irwin, Henderson, 12 2/5 seconds; Eckert, Henderson, 12 1/5 seconds; Kep Werst, Henderson, 12 1/2 seconds.

Referee, James O'Dell; starter, J. H. Hill; timers, O. Johnson, W. Rinehart, J. Hill.

SANCTIONS ISSUED

ENDURANCE RUN

Nov. 26—Oakland Motorcycle Club, Oakland, Cal. Sanction No. 784.

MIDNIGHT RUN

Dec. 31—Wallace Stuart, Toledo, Ohio. Sanction No. 783.

TROPHY RUN

Nov. 30—Providence Motorcycle Club, Providence, R. I. Sanction No. 787.

SECTIONAL ENDURANCE RUN—SOUTH ATLANTIC SECTIONAL

Nov. 30 and Dec. 1—Atlanta Journal and Atlanta Motorcycle Club, Atlanta, Ga. Sanction No. 790.

FOUR FINISH EUGENE NON-STOP

Eugene, Ore.—The Eugene Motorcycle Club 30-hour non-stop event is thought to be the longest event of its kind ever attempted on motorcycles. Fourteen riders lined up for the start and only four were at the finish. Yale Smith, Indian; Earl Vaughn, Harley-Davidson and sidecar; Bill Howard, Harley-Davidson, and Bill Crane, Harley-Davidson, were the four riders who stood the test. The course was over all kinds of roads, starting with pavement, then macadam, and finally rough country roads. There were 10.7 miles to each lap, and the checking station was in the center of the city. This gave the city people a chance to see the riders as they came through. All night Saturday and all day Sunday a large crowd gathered around the control. During part of Sunday the crowd was so thick that the boys could hardly get through.

URQUHART SUPPLIES THE CHICKEN

San Diego, Cal.—James Urquhart, Indian healer, was host to about 50 riders at a bounteous chicken dinner, following a sociability run to Ramona. Motorcycle Officers Nealey and Comstock were the pilots which insured no tags for anyone. Most of the boys never saw so much chicken before in their lives as when they got their first gaze at the tables. They wondered who was going to eat it all, for they felt that those present couldn't come anywhere near consuming the layout. Nevertheless, that chicken disappeared fast, and it was unanimously agreed that Comstock holds the world's motorcop championship for chicken eating. Then arose a discussion as to what route should be taken for the homeward trip. Result, three routes were selected, by three factions, who were positive that their choice was the best.

ALL SET FOR ATLANTA ENDURANCE RUN

Atlanta, Ga.—Thanksgiving is the date set for the second Southeastern Annual Sectional Endurance Run. To date there are about 25 entrants, including John S. Balmer, of the H.-D. Motor Co.; Harry J. Glenn, of the Hendee Mfg. Co., and L. D. (Radio) Shearin, of ?? company. Anyway no one seems to know just what company Shearin is to ride for, but Shearin has entered, and that is enough to assure all that L. D. will make some of the contestants account for their whereabouts. The chamber of commerce, the junior chamber and the Lions have entered teams. The Atlanta "Journal" is back of the run, and has provided the markers. The course will be covered and marked before the run by R. B. Parrish, of the B. F. Goodrich Rubber Co., who is M. & A. T. A. referee, and L. W. LaBlanc, Tiolene distributor. Parrish and LaBlanc will leave a week before the run, mark the course, as well as establish the checking stations and controls. Parrish, who has been with the Cycle Tire Department of Goodrich, in Atlanta, since his accident last year in California, is seriously thinking of pulling another hair-raising stunt in the form of riding a motor from the top of Stone Mountain—not down the side, but from the steep cliff side into space — shortly after the endurance run. In addition to the other prizes, M. & A. T. A. medals, etc., the Atlanta "Journal" is giving a large silver trophy to the winner. The prizes are various. Among them is a case of Bevo, a pair of B. V. D.'s, one toothbrush, one bottle of hair tonic, which, it is hoped, will go to some of the marble tops, of which there are many entered; one block of ice, to be given to the entrant who burns the seat of his trousers sliding on his gable end. There is, in addition, a safety razor and five pounds of lye soap. Wayman Boyles, who has taken to himself the task of finishing the details of the coming event, left unfinished by the late P. R. Woolf, has been on the jump for the past two weeks. The start will be in front of the Atlanta "Journal's" building. The course is 532 miles, and is from Atlanta to Augusta, Ga.; to Columbia, S. C., to Greenville, S. C.; to Anderson, S. C. to Athens, Ga.; to Atlanta, finishing late in the afternoon of December 1. At the finish there will be a banquet at the Peacock Cafe.

All dealers of the city will be present, and invitations will be extended to all out-of-town dealers who may be in the city at this time, as well as any out-of-toyn dealers who may care to come over and join in with the party. The officials are: R. B. Parrish, referee; L. W. LaBlanc, assistant referee; Gus Castle, starter; J. P. Winsor, checker; L. D. Hill, timer; H. A. Maffet, timer.

Major Cohen, editor and general manager of the Atlanta "Journal"; John A. Pascall, managing editor of the Atlanta "Journal"; Morgan Blake, sporting editor, and Harry Starnes, assistant sporting editor of the Atlanta "Journal," will be at the starting point to see the contestants off.

Some of the participants in the New Jersey M. C. Hare and Hounds chase. Left: Allan Hascall, winner. Center: The end of the run at Twin Falls. Right: Al. Nehaus, second place winner.

Jersey Club Holds Champ Test

By E. B. Holton

IN an effort to bring out the champion solo and sidecar riders of the New Jersey M. C., the club is holding a series of tests.

Allan Hascall, president of the organization, was the individual winner of both solo tests held Sunday. He rode his Harley-Davidson with a variation of 4 hundredths of a second in the fast 50 yards and chugged in, a winner of the slow test immediately after W. J. Mosher won the fast sidecar test by making two rides on his Harley Davidson with but 14 hundredths of a second variation. Preston Wilson, Harley-Davidson, took the slow sidecar event with a total elapsed time of 93.57 seconds for two 50-yard rides.

The tests were held on a brick paved street in Rahway, where the acceleration tests were held in the endurance run last May.

It was surprising how many of the riders present admitted that their motorcycles were running rotten. As a result, there were far more spectators than participants.

The first event was the solo fast test. Les Wintsch shot his Indian up the course in 3.6 seconds. He was followed by Al Neuhaus, on a Scout, who made the journey in 5.72 seconds. Art Wintsch followed with another Scout in 5.58 seconds. Then "Bob" Pfaff, lately of Portland, Oregon, rocketed his Harley-Davidson to the tape in 3.41 seconds. Harry Schnell, on another Scout, rode the strip in 5.51 seconds, and he finished the first string with a 4.59 second ride on a Scout. Then the first man made his second ride. By having each man compete against himself, no talk of big or small motors in the same event was started. Les Wintsch sent his Indian to the finish in 3.29 seconds, the fastest of the day, but speed alone did not count. Every man equalled or bettered his first time except Pfaff, who fanned his carburetor and the rich mixture almost choked the motor as a result.

In the slow solo event, each man rode 50 yards, using any gear, but with clutch and brake pedals untouched. Two trials were made, the total time elapsed counting in the final score. Allan Hascall made the first ride in 30.5 seconds and stalled as he broke the finishing tape. Wintsch followed him with a 29.17 second ride. They tapered from that to 19.63 seconds, which is a "fast" slow ride. On the second trial every man bettered his previous ride, Art Wintsch turning in the slowest, 30.51 seconds. Adding the two rides, Hascall won by 1.67 seconds from L. W. Wintsch.

The sidecar tests were made under the same conditions. Mosher, the winner, was far from the speediest, but he was the most consistent. Bill Ehlers, on a Henderson de Luxe, made the two fastest accelerations, rolling down the 50 yards in 4.72 and 4.26 seconds, respectively.

In the slow ride, Preston Wilson won when he made a slow ride of 56.32 seconds and brought his total to 93.57 seconds. Bill Ehlers was second, 12.29 seconds faster than the winner.

Two contestants in this event became so ambitious to go slower than a snail they stalled. Both made one good ride. The idea of the two trials was to bring out just such a condition.

A flexibility test, in which the riders were to travel 15 yards as slow as possible and immediately open up and finish the 85 yards remaining as fast as possible, was postponed.

Next Sunday the club will hold a 100-mile run over the course leading out of Pompton Plains. During the event there will be timed hill-climb tests on Apshawa Hill and a stop and start test on Saw Mill Hill.

The standing at present is:

Solo—Allan Hascall, 2 points; L. W. Wintsch and Al Neuhaus, 5 points; Harry Schnell and A. W. Wintsch, 9 points; E. B. Holton, 12 points.

Sidecar—W. J. Mosher, 4 points; P. Wilson, and Wm. Ehlers, 5 points; P. Trimmer, 8 points; T. A. McLoughlin, 9 points.

ELLIS OUT FOR A BOSTON-NEW YORK RECORD

GEORGE A. ELLIS, better known as "Usco" Ellis, dashed through New York Wednesday on his way from Boston to Chicago, in an effort to make a new sidecar record between the two cities. Last Fall he set a record, driving a Henderson sidecar outfit, but since then he has changed his allegiance, and is now traveling for the Harley-Davidson, so he determined to break his own Henderson record with a Harley-Davidson.

Ellis, with Harold Haskard, New England Harley-Davidson traveler, as a passenger, checked out of Boston at 6.05 Wednesday morning, Donovan of the B. F. Goodrich Tire Co. acting as official checker. They were checked in and out of New York at the 42nd St. Ferry at 1:15 by W. H. Parsons of MOTORCYCLE AND BICYCLE ILLUSTRATED and L. G. Stover of the Harley-Davidson Sales Co. Luckily the ferryboat was in the slip and no time was lost in New York, so with a "Hullo, good-bye," they were on their way. Here's good luck to them.

With *the* Trade

FRANKLIN PASSES OUT A TIP

Springfield, Mass.—C. B. Franklin, chief engineer of the Hendee Mfg. Co., who is on a business trip through the Middle West and Pacific Coast, reports some observations which he has made on the trip. In the first place, he states that riders are riding the tires too hard, which of course increases vibration and abuses the machine unnecessarily. He suggests that 30 to 35 pounds pressure in front and side car tires is ample and 40 to 45 on rear wheel, although this is dependent a bit on the weight of the rider.

GOODYEAR FINANCING

Akron, Ohio—Francis Seiberling and J. L. Robinson, directors of Goodyear Tire & Rubber Co., who were placed on the board at behest of F. A. Seiberling, former president of the company, have filed petitions in court stating they join forces with parties which recently filed suit against the company and asked that the entire refinancing program be abrogated. The two directors state they have examined the papers of the plaintiff, a Cleveland stockholder, and that the allegations in suit are correct. Entire refinancing and reorganization program, completed a year and a half ago, together with Leonard Kennedy Co., contract for management of Goodyear, were attacked in the suit. Goodyear answered several weeks ago stating that all transactions had been within the law.

BUSINESS BOOMING

Washington, D. C.—An analysis of reports filed by the railroads with the American Railway Association shows that there is a more widespread stimulation in business now than two years ago. The seasonal decline in freight movement usually begins around October 15, but the figures show an increase for the week of October 28 in all commodities except coal, coke and ore, compared with not only the corresponding week in 1920, but also for the record week of October 15 of that year. For the second time in more than two years weekly freight loadings throughout the country exceeded the million car mark, a total of 1,014,480 cars being loaded during the week, which was the largest number of cars loaded with revenue freight during any one week in the history of the railroads, except for the week of October 15, 1920, which exceeded this total by only 4,059 cars.

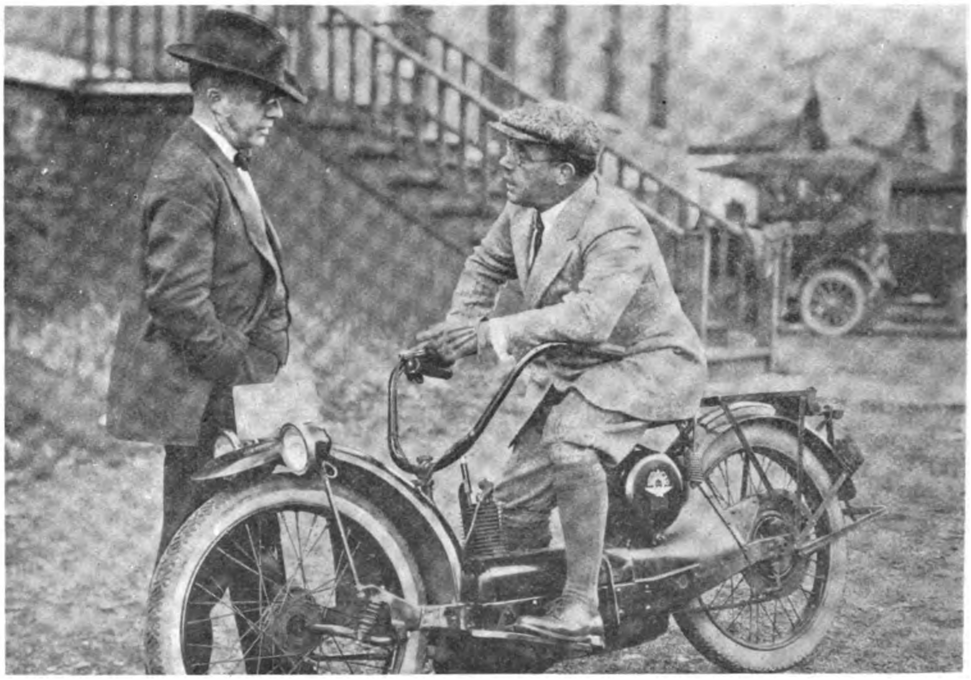
CLAIM CONSPIRACY IN BOSCH SALE

Washington, D. C.—The special war frauds grand jury has abandoned its investigation into the sale of the Bosch Magneto Company. The report of Chief Justice Walter I. McCoy in Criminal Court No. 1, signed by Daniel J. Callahan, foreman, states that "we, the Grand Jurors of the United States in and for the District of Columbia, do find that a conspiracy existed in the case of the sale of the Bosch Magneto Company, but the overt act or acts having been committeed outside of the District of Columbia, and therefore upon advice of the attorney representing the Government the Grand Jury is compelled to cease its further investigation." The sale of the Bosch Magneto plant and equipment was handled by A. Mitchell Palmer as Alien Property Custodian and Francis P. Garvan as chief investigator. Otto Heins, of New York, former president of the company, contends that Palmer sold the plant to Martin E. Kern and the associates of the latter for about one-fourth its actual market value. It was evident that the Department of Justice does not intend to let the case drop, but will reopen it as soon as possible. This was learned on high authority at the department. The department, it was said there, was much encouraged by the fact that the Grand Jury found the action a sound one, except for the technicality that the act had not been committed within the District of Columbia.

EXPORTS OF CYCLES FOR MONTH OF AUGUST

Washington, D. C.—The exports of bicycles, motorcycles and parts of cycles, except tires, from the United States by countries during the month of August, follows:

	Bicycles and Tricycles		Motorcycles		Parts of Cycles Except Tires	
Countries	Number	Dollars	Number	Dollars	Pounds	Dollars
Austria	...	....	2	521	209	97
Belgium	...	....	60	14,149	825	865
Czechoslovakia	...	....	23	2,970	836	719
Denmark	...	....	7	1,650	8,504	5,865
Finland	...	....	....	....	687	495
France	...	....	18	4,797	13,127	10,455
Greece	1	15	....	....	....	....
Iceland and Faroe Islands	...	....	....	....	31	28
Italy	...	....	36	8,247	5,599	2,741
Malta, Gozo, and Cyprus Is.	...	....	2	325	....	....
Netherlands	...	....	222	52,258	16,345	11,710
Norway	...	....	34	7,169	9,532	6,257
Portugal	....	....	17	4,308	2,419	1,405
Rumania	1	33	....	....	....	....
Spain	...	....	12	3,138	2,586	1,146
Sweden	1	19	16	3,280	2,980	2,905
Switzerland	...	....	19	4,748	1,340	1,129
England	1	15	2	600	4,537	3,409
Ireland	...	....	1	125	....	....
Canada—						
Maritime Provinces	...	....	3	372	52	71
Quebec and Ontario	54	764	46	10,331	11,001	5,288
Prairie Provinces	5	141	5	1,150	834	958
British Columbia and Yukon	10	185	4	926	1,513	1,004
Costa Rica	12	28	....	....	....	....
Honduras	8	273	....	....	9	6
Panama	10	311	2	154	139	135
Salvador	...	....	1	315	....	....
Mexico	119	2,873	3	835	3,217	1,897
Miquelon and St. Pierre Islands	2	67	....	....	....	....
Newfoundland and Labrador	4	126	....	....	....	....
Bermuda	1	43	....	....	590	453
Jamaica	4	156	2	243	307	119
Trinidad and Tobago	...	....	1	600	....	....
Other British West Indies	3	82	1	125	130	84
Cuba	149	751	....	....	1,363	671
Dominican Republic	3	124	1	356	401	315
Dutch West Indies	3	68	3	719	351	110
Haiti	8	248	....	....	20	10
Argentina	...	....	7	2,180	2,500	1,945
Bolivia	...	....	1	350	310	140
Brazil	59	573	....	....	255	194
Colombia	15	370	3	340	69	20
Uruguay	...	....	3	1,055	436	153
Venezuela	1	20	1	100	....	....
British India	...	....	22	5,261	516	191
Ceylon	...	....	4	950	68	38
China	4	142	....	....	1,675	391
Java and Madura	...	....	48	10,877	13,379	5,150
Other Dutch East Indies	...	....	....	....	55	77
Greece in Asia	...	....	1	103	....	....
Hongkong	1	57	1	140	....	....
Japan	18	665	40	10,356	88,041	29,032
Kwanktung, leased territory	6	120	....	....	....	....
Philippine Islands	8	384	5	1,203	1,015	332
Siam	1	29	....	....	....	....
Australia	...	....	231	60,589	21,343	14,326
British Oceania	...	....	1	223	....	....
French Oceania	...	....	....	....	105	67
New Zealand	...	....	92	21,093	9,170	5,134
British West Africa	1	46	....	....	54	25
British South Africa	...	....	8	2,445	914	482
British East Africa	...	....	....	....	321	445
Portuguese East Africa	...	....	....	....	65	33
Other Portuguese Africa	2	25	....	....	....	....
Spanish Africa	...	....	....	....	1,293	974
Total	515	8,753	1,011	241,676	231,068	119,496



Fred St. Onge telling President J. Allan Smith of the Ner-A-Car Corp. what he thinks of the baby motorcycle.

M. & A. T. A. DIRECTORS TO MEET

Chicago, Ill.—Secretary A. B. Coffman, of the M. & A. T. A., has sent out notices calling a meeting of the Board of Directors, to be held at the Hotel Lafayette in Buffalo, N. Y., at 10 a. m. Tuesday, December 5. This will be a most important meeting and every member of the board is urged to be present.

NOBLE BACK WITH CARTER

San Francisco, Cal.—Wallace Noble, who for considerably over a year has been with the Dudley Perkins' Harley-Davidson agency in San Francisco, has now returned to his former position with the Carter Carburetor Company, and, as before, is traveling for the firm in the West. Mr. Noble is a live wire and will be missed in San Francisco motorcycle circles.

WALLY STUART OPTIMISTIC

New York.—Wallace Stuart, general manager of the Blauvelt & Stuart Indian and Ace agency at Toledo, was called to New York last week by the death of his father. "Wally" reports conditions in Toledo much improved and sales increasing because of the growing confidence among prospective buyers in the stability of their jobs. There has been little unemployment for some time but the boys were fearful that things might change and have been holding on to their money. Now they have made up their minds that their jobs are good as long as they want them and are beginning to loosen up. While in the East Stuart visited both the Ace and the Indian factories.

EXPORTS IN SEPTEMBER

New York City—Bicycle exports from the Port of New York for the month of September were valued at $5,477. During the same month 1,128 motorcycles, valued at $264,591, were exported, along with $71,539 worth of parts of cycles. By countries, they were as follows:

Bicycles—Finland, $40; Norway, $10; England, $86; Costa Rica, $37; Nicaragua, $40; Panama, $234; Mexico, $1,543; Bermuda, $57; Barbadoes, $30; Jamaica, $48; British West Indies, $107; Cuba, $709; Dominican Republic, $66; Argentine, $450; Brazil, $1,077; Chile, $43; Colombia, $209; British Guiana, $28; Venezuela, $47; British India, $61; China, $34; Java, $112; Japan, $283; British West Africa, $64; Egypt, $62. Total, $5,477.

Motorcycles (including numbers) — Belgium, $8,821 (41); Czechoslovakia, $500 (2); Denmark, $1; France, $5,887 (23); Germany, $2,368 (10); Italy, $570 (2); Malta, $450 (2); Netherlands, $48,263 (191); Norway, $4.582 (20); Portugal, $4,750 (16); Spain, $26,497 (111); Sweden, $3,158 (15); England, $1,124 (7); Guatemala, $368 (1); Mexico, $2,730 (11); Barbadoes, $350 (1); Jamaica, $104 (1); Cuba, $517 (2); French West Indies, $489 (2); Argentine, $4,488 (20); Brazil, $1,841 (9); Colombia, $246 (1); Peru, $811 (3); Venezuela, $135 (1); British India, $9,906 (40); Ceylon, $1,897 (8); China, $3,098 (13); Java, $888 (4); Hong Kong, $3,260 (12); Japan, $7.131 (32); Philippine Islands, $802 (3); Australia, $72,523 (331); New Zealand, $24,386 (100); British South Africa, $19,366 (82); British East Africa, $305 (1); Egypt, $375 (1); Morocco, $1,275 (8). Total, $264,591. Number, 1,128.

Parts of Cycles—Belgium, $1,626; Czechoslovakia, $567; Denmark, $3,264; Esthonia, $488; Finland, $1,969; Italy, $2,397; Malta, $75; Netherlands, $7,769 Norway, $3,415; Portugal, 967; Spain, $5,871; Sweden, $844; Switzerland, $165; England, $194; Honduras, $66; Nicaragua, $100; Panama, $338; Mexico, $639; Jamaica, $411; British West Indies, $93; Cuba, $1,369; French West Indies, $153; Haiti, $38; Argentine, $74; Brazil, $190; Chile, $183 Ecuador, $22; British Guiana, $90; Dutch Guiana, $20; Peru, $167; British India, $1,774; China, $663; Java, $1,287; Dutch East Indies, $650; Hong Kong, $614; Japan, $4,824; Palestine, $106; Philippine Islands, $473; Australia, $12,993; New Zealand, $4,372; British West Africa, $234; British South Africa, $5,785; Egypt, $288; Portuguese East Africa, $75. Total, $71,539. Total weight, 135,044 pounds.

SOUNDS LIKE A FAIRY TALE

Shelby, Ohio—The story of Gus Meiselback, President of the Shelby Cycle Frame Builder Company, sounds like a fairy tale, but it isn't. Many, many years ago Mr. Meiselback, a hard working mechanic, was promoted to the position of foreman of a factory now extinct, making six bicycles a day. In 60 days he was making 25 per day. Then his good angel again came along in the form of men with capital who started him in business in 1898 in Milwaukee, Wis., where he made over 100,000 bicycles annually in his factory known as the Gus Meiselback Bicycle Company. Some years later he sold out to the American Bicycle Company and agreed to stay out of the bicycle business for 15 years. Being of an active turn of mind, originally an inventor as he is today, he started a visible typewriter, but was years ahead of his time. Next, the cash register, but still too soon. He also invented a cheap automomile, years before Henry Ford started in the game. But the public was not ready at this time. Today much of the machinery used in the manufacture of bicycles was originated by Mr. Meiselback. He has now come back to his old love and is manufacturing bicycle frames, and has originated many new features that he claims will reduce the cost. He is just getting into production and the industry can expect big things from his firm in the near future.

THANKS TO THE BULLETIN

THE fine picture of the members of the San Francisco Girls, Motorcycle Club published recently in Motorcycle and Bicycle Illustrated recently was furnished through courtesy of the San Francisco Bulletin.

SELLING "FOR KEEPS"

Shelby, Ohio—"We sell for keeps," says Mr. C. A. Waters, general manager of the Chicago Handle Bar Co. "First, we make the best handle bar we know, and that is the best handle bar that can be made. Then we speed up production, and the volume enables us to sell at prices that interest practically every manufacturer of bicycles in America today. There are a couple of firms who make their own, but we could save them money and give them as good or better handle bars." Mr. Waters is one of those live wires, who is on his toes every minute. He manages this factory and still finds time to get out and call on the trade. Business is good because Waters makes it good for the Chicago Handle Bar Co.

FRENCH MOTORCYCLE FIGURES

Washington, D. C.—Assistant Trade Commissioner F. G. Singer reports from Paris on the registration of motor vehicles in France during 1921. During that year there were registered 42,864 motorcycles without sidecars, 13,250 with sidecars, both figures being for privately owned. One hundred and eight were registered for public transportation. In 1920 the motorcycles with sidecars numbered 5,426 and those without sidecars numbered 50,783. Those for public transportation numbered 70. The statistics, as published, do not include registrations in the Departments of Bas-Rhin, Haut-Rhin, and Moselle, or the Territory of Belfort and Corsica.

PARCEL POST TO BRAZIL

Washington, D. C.—Two more South American countries have ratified the parcel post convention negotiated at the Postal Conference held at Buenos Aires September, 1921. Announcement has been made by the Post Office Department that San Domingo and Brazil have ratified the treaty and that hereafter parcels weighing not more than 22 pounds may be sent from the United States to those countries by parcel post at the rate of 12 cents per pound. There are now five American countries which have ratified these negotiations, the others being Mexico, Salvador, and Uraguay.

Among *the* Dealers

PUTS PINEVILLE COPS ON WHEELS

Charlotte, N. C.—The Williams Cycle Co. have sold a Chief and sidecar to the Pineville, N. C., police department.

"LAT" PUSHES SCOUTS

Waterbury, Conn.—L. A. T. Petersen, local Indian dealer, is pushing Indian Scouts in his territory. He feels that this is the ideal machine to get the new rider started in the sport.

NEW STORE IN WINCHESTER, OHIO

Winchester, Ohio.—Announcement is made that a new store will be opened this month by the Aker-Blackburn Co. in the T. K. Harris Building, Third street NW. This store will feature bicycles, sporting goods, hardware, arms and accessories.

CROMMIE BOOSTING ACE

San Francisco, Cal.—Dave Crommie, manager of the motorycle polo team of the San Francisco Motorcycle Club, and former president of the Arrow Club of Oakland, is now with the Ace agency in San Francisco, acting as right-bower to Ollie Cummins, the local Ace agent.

GOES HUNTING FOR CLUB FEAST

Marshalltown, Ia.—J. M. Johnson, Harley-Davidson dealer, has been enjoying a hunting trip in South Dakota. He came home with the sidecar full of ducks. Mrs. Johnson is busy making arrangements to entertain the Marshalltown Motorcycle Club at a big roast duck banquet. This is an annual event looked forward to by members of the club.

BUSINESS GOOD IN STRASBURG

Strasburg, Ohio.—G. A. Garver reports business in the bicycle section to be ahead of last year and the department manager says that Christmas prospects are bright. Improved roads in the rural communities are making cycling more popular and incidentally more business for the bicycle dealer in the small town.

WATERLOO (IA.) IMPROVEMENTS

Waterloo, Ia.—Ira R. Albert, Harley-Davidson dealer here, has completed overhauling his place of business, which now gives him a very attractive showroom. Ira has an unusually well equipped shop and, with the new layout, no doubt will find it difficult to keep a sufficient number of new Harley-Davidsons on the floor to supply the demand.

POTTERS' STRIKE HURTS BUSINESS

East Liverpool, O.—Trotter & Son, largest bicycle distributors in the pottery city, report sales are off this fall, due to the potters' strike, which has resulted in more than 17,000 potters being idle. Street cars have not operated in the upper Ohio Valley since May 1, and if the potters were at work the bicycle dealers could take advantage of the opportunity and make special concessions to potters who have quite a distance to travel from their homes to their places of employment.

NEW DEALER AT CLEVELAND

Cleveland, O.—F. D. Wendell, 1870 E. 55th street, visited the Excelsior factory during the past week, and will represent the Excelsior-Henderson line in Cleveland. Wendell has made a conspicuous success as a bicycle dealer, and now, with the X-Hen. line, he is equipped to fulfill the wants of all of his riders and prospects.

SCOTT SELLS 'EM

Marion, Ind.—"Business is booming," reports Glenn A. Scott, live wire Harley-Davidson dealer at 307 E. 3rd Street. "I sold three new outfits, two with sidecars, and three used outfits last week," writes Glenn. Business in general seems to be looking up a little in those parts and Glenn feels he will do the biggest year's business of his career next season.

HOLDEN RIGHT AFTER THEM

Boston, Mass.—George N. Holden, local Indian distributor, is mighty busy these days, following up inquiries on the direct mail campaign which he has outlined for November, December and January. This is continuing the work he did during August, September and October when he sold 126 Indians during the three months. George is all set for a big year and is finding the Continental Finance plan of great help.

BICE STICKS TO X-HEN. LINE

Detroit.—John E. Bice will continue to handle the Excelsior-Henderson line in the Detroit district. Bice was formerly manager for Edwards & Crist Co. With the closing of the Detroit branch of that company, Bice decided to continue on his own. He will open his new store at 2166 Grand River avenue, December 1, and Excelsior-Henderson riders in the Detroit district will receive A No. 1 attention. Bice visited the factory last week and drove home with a Henderson alloy sidecar job.

CHATTANOOGA ON THE MAP

Chattanooga, Tenn.—The Motorcycle and Bicycle Co., 1233 Market street, who have recently taken on the Indian franchise, are getting off to a splendid start. Their new quarters are a credit to the industry and reflect prosperity. Harry Glenn, Indian traveler, is spending a few weeks in the territory, and where genial Harry is to be found there is also to be found action. This accounts for the noticeable addition in red ones to be seen in this charming city.

HURCK'S LITTLE SIGN

St. Louis, Mo.—John Hurck, Indian dealer here, has the following sign posted in a conspicuous place in his store: "Come in without Knocking and leave the same way."

HOW LUTZ GETS PROSPECTS

Pawtucket, R. I.—Eddie Lutz, Indian dealer, is building up his prospect list by offering a pair of goggles free for the names of five young men who do not own motorcycles, but who might be interested.

GOTTSCHLICH GETS GOING

Davenport, Ia.—A. H. Gottschlich Co., Indian dealers, are distributing an attractive folder showing comparative price schedule and calling attention to Indian's bed rock prices for 1923. Featuring in the folder are Indian's achievements in competition, the world's records held and national championships won this season.

BIG CHIEFS GO FAST

San Francisco, Cal.—The Pacific Motor Supply Co. were cleaned out of 75-inch Indian Chiefs owing to a rush to buy the new model. The last two machines were sold to motorcycle officers, Officers Salazar, of Mercer County, and Paton, of Santa Cruz, grabbing off the last in stock. New Indians will be ordered in a rush.

NEW INDIAN DEALER AT ERIE

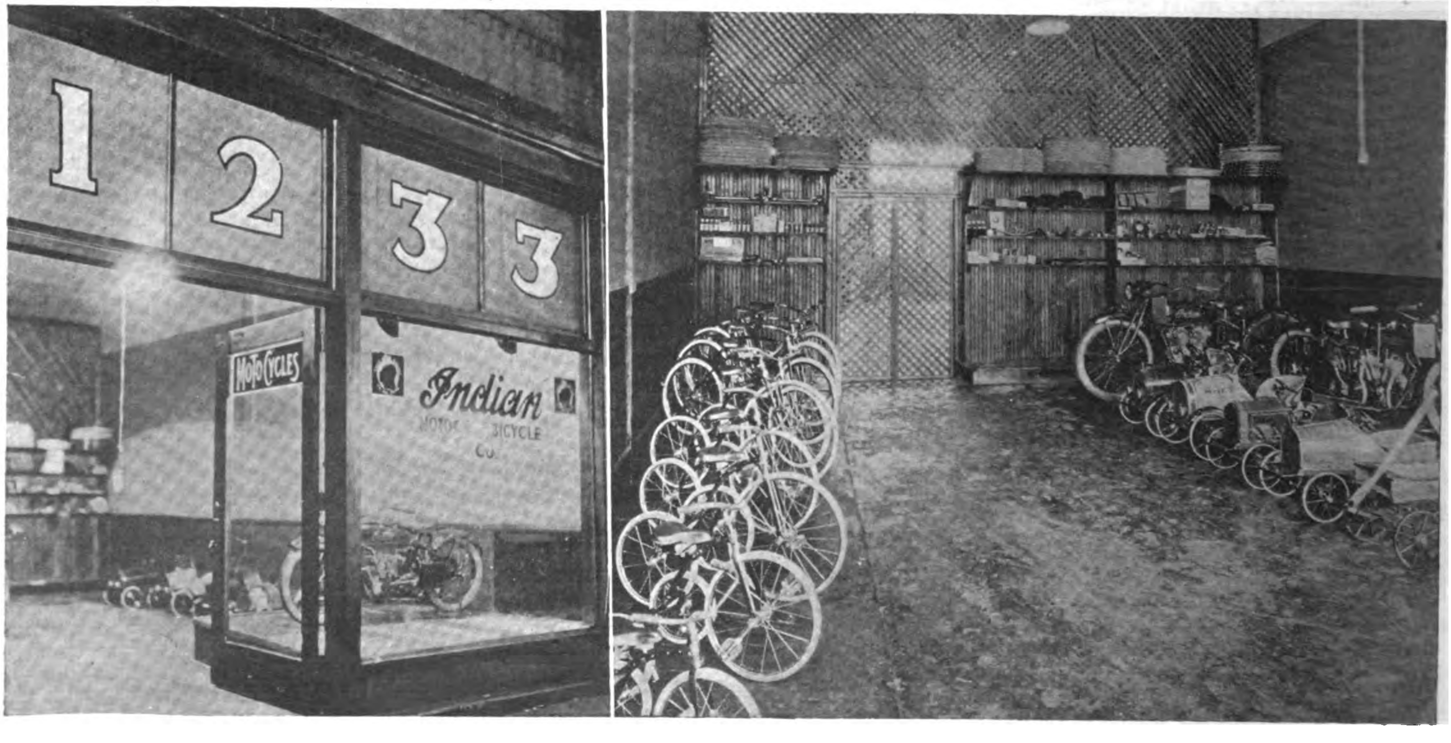
Erie, Pa.—"Archie" Beckman, a well-known and popular figure among motorcyclists in this city for the past fifteen years, has taken on the local Indian agency. "Archie" has always been a booster in the sport and was one of the organizers of the local motorcycle club. His friends in Erie are many and legion and are wishing him all kinds of success as a merchant of motorcycles.

SELLING BY THE CAR LOAD

Kingston, Pa.—French Brothers, Harley-Davidson dealers, to date, have sold six times as many motorcycles as they did up to this time last year. Kingston is a coal mining town of less than ten thousand population, but the combination of good retail selling and a new, improved motorcycle at a reduced price takes carload lots to satisfy the demand.

OPPORTUNITY IN TROY

Troy, O.—Troy should be a good town to open a motorcycle, bicycle and children's vehicle store. At present there is no motorcycle dealer. Bicycles and children's vehicles are carried by a general store, while two school boys have a bicycle repair shop and sell about 75 bicycles annually. A merchant dealing exclusively in this line could conduct a profitable store. The surrounding territory is also full of rich prospects.



Show Window and Interior View of D. S. Hasting's New Indian Agency, at Chattanooga, Tenn.

WEBB SELLS POLICE MACHINE

Winton, Va.—The local police department have just purchased an Indian Standard with sidecar from Clarence Webb, Indian distributor of Roanoke.

CROCKER PEPS 'EM UP

Kansas City.—"Al" Crocker is right in the midst of a strenuous direct by mail campaign. He reports that he is receiving a great many replies, which show there is a big interest in the two-wheeler among those who are not riders to the present time.

COMBINES BICYCLE STORES

Calgary, Alberta.—The Alex. Martin Sporting Goods Company, Limited, Calgary, has combined its two bicycle stores and has moved into one large place of business in a central location at 117 Eighth Avenue West, where a large stock of bicycles, sundries and sporting goods is presented.

ROSS NOW A COACH

Montreal, Quebec.—Art Ross, distributor of Harley-Davidson motorcycles in the Province of Quebec for years, has just been appointed coach of the Hamilton, Ontario, Hockey Club. Ross made an assignment of the Art Ross Sales Company a short time ago, the assets being sold en bloc on November 13. Ross was, at one time, one of Canada's greatest athletes.

AMONG THE PROVIDENCE DEALERS

Providence, R. I.—The bicycle trade in Providence has been lively this summer, and so extensive has the Goodby-Rankin Co. found it that they have opened another store in the heart of the business district. Dawson & Co. recently opened a beautiful store in Exchange Place, and have been so rushed that additional help has been added. The Ace has been taken on by the Providence Motorcycle Co., and occasionally one of this type of machine has been seen on the streets.

KOTHE HAS A NEW PROPOSITION

Springfield, Mass.—William Kothe, local manager for George N. Holden, Indian agent, has a very interesting proposition for the local motorcyclists or prospective motorcyclists this month. They are announcing this proposition with display ads in the Springfield papers and to a big mailing list. Manager Kothe is mighty fussy about the appearance of his window. This is retrimmed weekly and always presents a pleasing and inviting appearance to the passerby.

HOOPER SUCCEEDS SYKES

Trenton, N. J.—John P. Hooper, for many years identified with the bicycle and motorcycle trade here, has purchased business of John Sykes & Co., 145 North Broad street, of which he was a partner. Mr. Hooper became identified with the industry in 1896, when he got a job with William H. White & Son. Later he went with John Howard, and afterwards with the Howard Automobile Co. as a practical machinist, and eighteen years ago he became identified with the Sykes Co., with which he built up a large trade. The Hooper concern has discontinued the sale of motorcycles and is now handling bicycles, tricycles, velocipedes, toys and sporting goods.

TAKE AGENCY FOR NERACAR

Ottawa, Ont.—Byshe & Company, Bank street, has taken an agency for the Neracar for Ottawa and district, adding this line to the Excelsior, Henderson and Cleveland motorcycle franchises already held. The Byshe Company has been surprised with the continued activity in bicycle sales this fall. Mild weather encouraged late cycling and sales of wheels kept up long after what was considered the end of the season. In fact, the company's complete display of Christmas and winter lines was set back because of the continued bicycle business, a large variety of bicycles being shown on the display floor. Three new bicycles were sold on November 16.

HOW PATTERSON IS GROWING

Bennington, Vt.—A rider now rolling into Bennington will find S. A. Patterson, the Harley-Davidson dealer, studying interior designing and decorating, as he is arranging his new store just completed on property recently purchased by him at 227 Main St. Mr. Patterson started in the motorcycle business about ten years ago, and today, as soon as his new fixtures are installed, he will have one of the best motorcycle establishments in Vermont. This shows what can be accomplished by a fellow in a town of approximately seventy-two hundred, if he is determined to win success and goes after the business instead of waiting for it to come to him. Mr. Patterson is a hustler and says that this year will be his banner year, superseding all previous ones.

GOING GOOD IN CANTON

Canton, O.—What bicycle dealers predict will be the biggest and most profitable holiday season in recent years is in prospect here. Dealers are expecting fully 40 per cent. more business this Christmas than last.

Dealers believe that the next six weeks will see some unusual activity in bicycle sales, and that Christmas week and the week previous will be profitable ones for them. The American Cycle Company, which is probably the largest distributor of standard make bikes in the Canton district, has to date disposed of more than 200 wheels in 1922, the majority of them being high-priced wheels. Velocipedes are in great demand at this time. J. C. Parks, manager of the Canton Sporting Goods Company, reports that the bicycle business still is an important factor in the fall trade, and that, with continued favorable weather, sales should mount to far ahead of those of 1921.

Alcott Cummins, Ace dealer at San Francisco.

AKRON BUSINESS GOOD

Akron, O.—That the retail business of Akron is gradually on an upward trend is indicated from the monthly business volume reports released this week by the Akron Retail Merchants' Association, which shows business for October, 1922, 17.09 per cent. greater than the volume of October, 1921. Bicycle dealers are enthusiastic over prospects for Christmas trade. The motorcycle business, dealers say, is on the increase. The bicycle department of the Buckeye Cycle Company, Mill and High streets, has had a busy fall. This store has in stock the largest number of bicycles ever carried at one time, according to Mr. Rossett, manager of this department. Coleman's Cycle Shop reports business on the increase, and the management reports more activity in the motorcycle field. "We anticipate the spring of 1923 will be one of the best in the history of the rubber city," said an official of the Century Cycle Company, S. Main street. This store is one of the largest distributors of bicycles in the Akron district. More than 400 bicycles and motorcycles were in line when Viaduct Day was celebrated in Akron last month.

A NEW FIRM IN PROVIDENCE

Providence, R. I.—Two former employes of the late B. A. Swenson, John G. Edwards, who for years was Swenson's right hand man, and Frank Labonte, his chief mechanic, have formed a partnership and opened a store at Prairie avenue and Blackstone street, in the store where Swenson got his big start. For ten years the store had been used as a storeroom by B. A. Swenson. Following his accidental death, the building was sold. Now Edwards & Labonte have pinned their shingle to it. The firm is established for the purpose of dealing in bicycles, motorcycles, automobile accessories, repair parts for motorcycles and bicycles, and sporting goods. Labonte is an expert on both the Indian and Harley-Davidson machines, while Edwards by his long experience with Swenson also knows a thing or two about selling machines. They plan also to form a club to be run by members, and in an advisory capacity keep the organization booming. Edwards and Labonte got to work about two weeks ago, and spent the entire week at their new store, cleaning and getting ready for opening. They maintained silence until last week, when cards were sent out to all Indian and Harley-Davidson riders, notifying them of the opening. Repair jobs began coming in and purchasers were numerous. The rent was paid the first week of opening, with something left over to pay "salaries."

DURLING OPENS NEW SHOP

Toledo, Ohio—Glenn Durling, Harley-Davidson dealer at Toledo, Ohio, held his formal opening on last Friday evening and Saturday, November 10th and 11th, 1922. A record crowd called at the store on both days and all riders were glad to meet the new Harley-Davidson dealer for this territory, who's slogan is "Service with a smile." All of the 1923 models were on display, and Mr. Durling actually sold three outfits on the opening day. I. W. Schroeder, Harley-Davidson traveler, and Warren Henwood, factory service man, were there assisting Mr. Durling with his opening.

AVIATOR—MERCHANT—RACER

Mansfield, Ohio.—To be a nationally known aviator, merchant and motorcycle racer is an unusual distinction for one man. But this is true of "Mud" Gardner, Harley-Davidson dealer at Mansfield. Gardner served in France during the World War, as an aviator. In the United States he has won more motorcycle races than we have space to detail. As a dealer selling Harley-Davidson motorcycles he is one of the leaders, starting ten years ago and still going strong. He has recently acquired an additional store, where he will sell only motorcycles and claims it will be one of the finest stores in the Central West. His big line of Davis bicycles and children's vehicles will be carried in the present store, with all accessories. Asked if he was going to the New York show, he replied, "Foolish question; of course every live dealer will be in New York at the biggest show ever held by the Motorcycle and Bicycle Industry."

BIRMINGHAM DEALERS ARE BUSY

Birmingham, Ala.—If you visited Birmingham about this time of the year you'd certainly think it's a bicycle town from the windows and the crowds of small boys that stand around gazing with wistful eyes on the long coveted wheels, which maybe Santa Claus will bring when Christmas comes. You can't sell bicycles much unless you are a mighty good salesman all the year around in Birmingham, for there comes a time of the year when the thing lags, but 'long about Christmas every old wheel that has been put away in attics by dealers is pulled out and shined up for the holiday trade, and especially is this true of houses with sporting goods departments that do not exactly specialize on bicycles at all seasons but push it for all it's worth at Christmas.

Down at Steele-Smith Dry Goods Company on First Avenue, in a very conspicuous window, is a great array of bicycles, and, as they never have been there before to the knowledge of many youngsters, naturally this is a favorite resort when school is out. They've got a law in Birmingham that you can't loiter long on a crowded street, even in front of attractive show windows, but that you must move on or the cop will get you. The small boy puzzles his head over the making of such laws and questions the wisdom thereof, and he makes frequent trips to see these wonderful bicycles, so shiny and nice. Of course, at Horton & Biddle's and the Hickman Cycle Company, you can find ever so many wheels, for they always stay there, and they never do get dusty like they do at some other places, for the two stores are side by side and each is afraid the other will outdo 'em, so they keep their stock up to the 'nth degree in shininess and order. The Edwards Bicycle Shop does the same thing, for that's their business, but when you come along to Dry Goods Stores and find such good looking wheels, naturally you stop and admire them a little more.

Now, at Wimberly & Thomas Hardware Company, you can see all sorts of pretty things in the windows the year round, but they are uninteresting to small boys, unless it should be baseball equipment, but at this season of the year, when the air is fairly sizzling with Christmas shopping and a boy is on his best behavior, it looks mighty fine to see just what he has wanted for a long time—a good looking bicycle in the window—and Mr. Hitt, the man in charge of the Sporting Goods Department, sees to it that there are enough wheels to go a long way and that they are made especially for a boy. Then you can go on up the street and find more wheels at Warren Brothers and some at a lot of other stores that pay no attention to bicycles only at Christmas time. Well, there are so many on display that it makes you think everybody is going to ride a bicycle. Dealers in Birmingham are booking large orders for holiday delivery, for it has been a long time since things were as prosperous as they are right now, with all the furnaces running full force and the strikers back at work in the railroad shops, so every indication is that the bicycle business will be better this Christmas than it has been for many years.

Over *the* O
Trail

By C. E.

Swamps on the mountain tops.

THE motorcyclist who sticks to the main traveled highways misses more than half of the wonders of the country that the possession of a motorcycle opens to him. Just off the main routes of travel, lie the real scenes of nature's grandeur.

On a fine Sunday morning in October, three motorcyclists, Ed. Carslon, Norwood Hartley, and Arnold Zenner; the first on a Chief, the others on Scouts, headed south and east from Portland and by nightfall were back in the city after a trip over the Old Emigrant Trail of '46. A trail that led them through the heart of the Cascade mountain range in Oregon, over which the early Oregon pioneers battled for days, to reach the fertile Willamette Valley.

Crossing a mountain stream.

Nearing Mount Hood, the guardian of Oregon, the motorcyclists were treated to fifteen miles of badly worn plank road over which they wobbled and bounced into Marmot, a mountain postoffice. All the time they were constantly climbing higher and higher up the slopes of the Cascade mountains. Thence by a winding mountain road, that twisted and turned through the giant forests, they followed south along the mountains to Government Camp, a summer resort located near the timber line on Mount Hood. From this point on, the Old Emigrant Trail is but little improved from what it was fifty years ago. It affords the motorcyclist with a bit of most every kind of mountain road and trail.

From Government Camp, the way leads south across a flat which at most seasons of the year is either buried in deep snow or else an almost bottomless swamp, this despite the fact that the swamp country is almost at the summit of the Cascade Range and about five thousand feet above sea level. A plank road, made of pieces of hand hewn logs traverses this swamp country, but the riders found that the surface of the swamp was strong enough to hold their weight, so took to the side of that stretch of plank, rather than endure the jolting which would necessarily accompany the use of the plank as a route of travel.

A few miles across the swamp country and the road plunges into the forest primeval. Here giant trees line the way for miles and the road underneath is carpeted with the needles. Then the way starts up grade again, following the nearly dry bed of a small mountain stream, over slippery, water worn rocks, that test the skill of the rider and the endurance of the machines to the extremes. A short distance along this water course and the curtain of trees is seemingly lifted, revealing a beautiful mountain lake, nestling high in the bosom of that lofty mountain range, with the side hills heavily forested right down to the very edge of the water. It is a sight that causes one to exclaim in admiration as it bursts into view.

Over a carpet o

A short distance further through the dense forest and another small lake peers out from its curtain of trees, its clear waters reflecting the hills and forests around it as perfectly as a mirror.

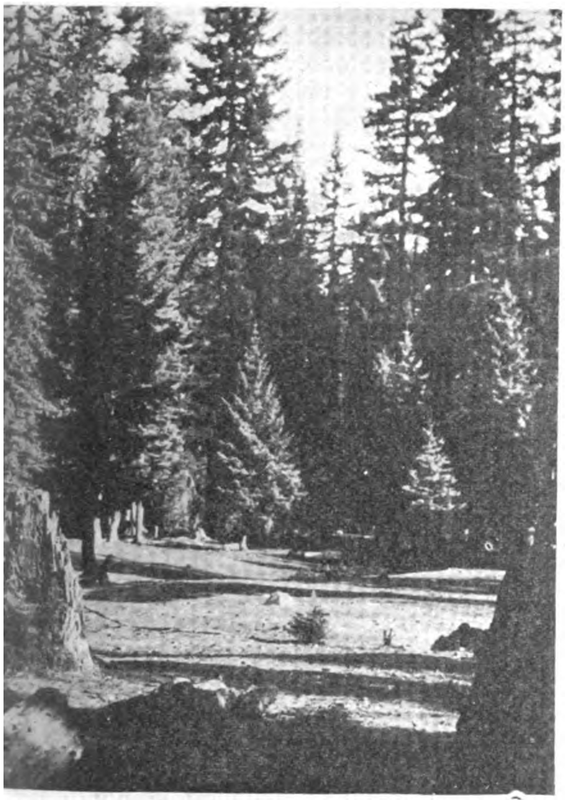
The timber through this part is free from underbrush and in many places the road is little more than a faint trail through the trees, for no one apparently followed in the others exact tracks, so the usual deep ruts of mountain roads were missing. Riding

d Emigrant of '46

. Clement

Frog Lake, a gem of the Cascades.

through the heavily timbered sections, the riders were treated to a new sensation, that feeling of riding on a cushion of live rubber. This is caused from the fact that the pine needles are several inches thick, forming a cushion that gives slightly as the weight of the motorcycle passes over them. It gives one a rested feeling after bouncing over worn planking and round boulders.



pine needles.

As the riders progressed further towards the East, the timber became more and more open, until at last they came out of the timber and before them lay the stock country of Oregon. Dropping down from Wapinitia, the first town on the east of the mountains, the riders ran through great flocks of sheep and were given dust baths such as no track rider ever received. Nearing Tygh Valley, the road was several inches deep with dust, ground to a fine powder by the trampeling of thousands of sheep and cattle. As the motors ran through this deep powdered dust, with the exhaust pipes trailing below the surface, they emitted a low gurgling sound not unlike the murmer of a swift stream of water.

A few miles through the pretty Tygh Valley, then The Dalles and the Columbia River Highway, with its ninety miles of pavement to Portland and home in time for dinner.

While battling with the short, steep grades and rough roads on the worst parts of the Old Emigrant Trail, the riders stopped several times to wonder how anyone had been able to bring one of those clumsy prairie schooners through that way before there was even that much of a road to go on. It is small wonder that it took the emigrants of '46 several days to make the trip over the mountains. Yet the Chief and the Scouts took more than double that journey in one day with no more serious troubles than a punctured tire.

MECHANICAL OILER TIPS

By D. R. Hobart

WHILE mechanical oilers have been in use on motorcycles for so long a time, and work so faithfully that they need looking after only when the oil tank is refilled, there are occasions when their performance must be watched to prevent seized bearings. Most of these are when the oil feed pipe lies too close to the exhaust pipe, either through hasty reassembling or bending of the pipe when adjusting the valves. Again, on some brand new machines, the setting-up may bring the oil pipe into actual contact with the front exhaust pipe, and as soon as the motor gets good and warm the oil will stop flowing.

In cases where the oil pipe is too close to the exhaust pipe, the flow of oil stops when the motor is hot, but bleeding will indicate that things are going all right. And when the motor cools the oil resumes its flow, but the time during which the heat has literally shut off the oil may be sufficient to dry out bearings. It is well to see that the oil feed pipe is as far away from the exhaust pipe as possible. Look over your machine before you ride it again, if you have any suspicions of this trouble.

In bleeding, use the plug nearest the timing gear casing or the pipe leading to the front cylinder as the case may be. Turn the motor over when doing this; little dependence can be had on oil flowing through the bleeder opening when the motor is stopped.

In the heavy timber.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Persistent Trouble

(1)—I have stopped riding this season because of constant trouble with my rear tire. No matter what casing I put on, the tube blows and I have to use another tube or make road repairs. Is there any tire-filling preparation that can be purchased so that I can continue motorcycling? The machine is a 1919 Indian.

SUBSCRIBER.
St. Louis, Mo.

Answer

(1)—Take the wheel out and examine the rim for distortion, high spoke ends or ragged places. You will probably find some of these, and if so, get a new rim, for your machine is entitled to it by this time. Spring frame machines are always very easy on tires. We do not know of any satisfactory tire-filler to recommend you. The new rim ought to fix you up, if your frame is in line.

Defective Clutch

(1)—I have been having considerable trouble with the clutch on my Harley-Davidson 1917 model. It generally takes hold suddenly or slips badly. Should it be oiled to make it work smooth?

(2)—Why are not cone clutches used on motorcycles? They work best on automobiles and have fewer parts than the multiple disc clutches.

(3)—Where can I get a cushion sprocket for the chain drive of my machine?

Boston, Mass. W. W. VET.

Answer

(1)—Unless it has recently been attended to, it is about time your clutch was overhauled. In all probability the plates are uneven or some may be cocked on the main shaft. No oil is necessary for this clutch. Disassemble and clean the clutch and put new faced discs in; then make adjustments with the tension screws and the centre adjusting screw.

(2)—When clutches first came into use on motorcycles, reduced copies were made of the FIAT auto clutch (multiple disc type) by the engineering departments as easiest to adapt to the two-wheeler. The cone type is very heavy, needs special forms of crank-case or transmission case to carry it and also calls for a bulky construction to get the required friction surface for big twin motors. More surface in a more compact form is obtained with the multiple disc type and with less weight.

(3)—None made for this machine, as far as we know. Apply to the Harley-Davidson Engineering Dept., Milwaukee, for further information.

Spark Coil and Magneto

(1)—Would it be possible to use spark coil ignition on a twin cylinder motorcycle, making the circuit-breaker of the magneto act as a distributor and still retain the usefulness of the magneto? The spark coil ignition would then be used for starting and the magneto for running. Please give a diagram of the circuits, if this thing is possible.

(2)—In timing a twin cylinder 1915 model Indian, the magneto is always kept at full retard. Should the spark be so arranged as to fire when piston hits dead centre or should it be just before or just after dead centre?

New York, N. Y. A. P. PECK

Answer

(1)—No, for the magneto would be damaged by the current from the spark coil ignition. The only kind of magnetos where such an arrangement is suitable are certain low-high tension and separate contact-breaker magnetos; the latter having a contact-breaker for the battery current and another for the magneto current. Such magnetos are not made for two cylinder ignition. To cure hard starting, prime the cylinder and readjust the carburetor.

(2)—When starting, the spark occurs some thousandths of a second after dead centre or even just on the centre. Owing to magnetic and coil lag, the magneto is set at full retard to effect this. For running spark occurs at dead centre if timed properly by the rider by means of his spark control. An ignition ahead of dead centre would damage the motor.

Can't Get Parts Here

(1)—Where can I get planet pinions for the N. S. U. two-speed gear, marked with three stars. It came with the Triumph motorcycle I purchased from a war veteran in 1919.

New York, N. Y. VAGTS PERRY

Answer

(1)—We cannot tell you, for N. S. U. two-speed parts have not been sold in the United States since 1915. The model you refer to is special for English use and as far as we can ascertain it was never seen here. The N. S. U. gear is made by the Neckarsulmer Motorwerke, Neckarsulm, Germany. You had better have a duplicate pinion made by a good shop and have them fit it for you.

Air Pressure

(1)—How many pounds pressure should be used in a 26 x 2¼ inch tire, as fitted to my old model Cleveland?

K. K. Thompson.
Shantung, China.

Answer

(1)—About 35 pounds, depending on the weight of the rider and the nature of the roads. If you find this too firm, reduce slightly.

MECHANICAL KINKS

Use Standard Springs

A number of riders fit extra-strong exhaust valve springs with the idea of getting more speed out of a stock motor. While they may achieve this for a short time, they run the chances of injury to the valve operating mechanism, which is a far more expensive thing than the price of the special springs and the increased speed. It is best to use the springs fitted by the factory and examine each set at the end of every 3,000 miles, replacing any springs that show signs of weakness.

Lamp Equipment

The wise rider does some thinking before he adds more lamps to the outfit supplied with his machine. The average 15 ampere-hour motorcycle battery will just supply one 21 c. p. headlight, one 2-4 c. p. sidecar light, one 2 c. p. tail light and also give enough tone to the electric horn (magnetic type), provided the daylight riding period has been three times the night riding period. To add a spotlight or parking light to this equipment means generally that the user has to do without lights in the early morning, as he has expended more current than the generator can make up. A battery of larger capacity is needed —one of 20 ampere-hours or more—if the extra lamps are to be depended upon.

Two-Stroke Rattle

After a considerable mileage, small two-stroke motors develop a kind of irritating metallic rattle. This calls for cleaning carbon off the piston, when the noise will disappear.

Graphite on Threads

Graphite the threads and shank of each knockout axle when you next replace them. The nuts will obey the wrench and the axle will come out when you want them to.

John Bull *Has His* Troubles

High Priced "Juice" and the Busy Anti-Noise Brigade Make Life Just One Thing After Another for the English Motorcyclist

By Our English Cousin

THE recent drop in the price of petrol (I know you call it gas, but we are perhaps a little more pessimistic, and prefer to term it "juice," or something which refers to it as liquid. Our scientists, in fact, tell us that all is not "gas" that goes down the induction pipe into the engine) should do a good deal to stimulate the demand for bikes when the snow comes along. Until a few weeks ago, we were paying 2/5½d. (call it 55 cents) for every gallon of liquid that trickled into the tanks of our "stink-wagons" (as the irreverent among us call our nice motorcycles). Now, we have had the odd fivepence halfpenny (call it ten cents) knocked off the gallon. And not, so they tell me, before it was due. The statistics they publish from time to time make it clear that loads more juice is being brought into the country than is consumed.

The Low motorcycle, four cylinder two stroke, pressed steel frame and shaft drive

Talking of the stuff that goes into the tank, there is a decided partiality over here for a mixture of benzole and petrol. Most of our motor bike engines are built on the side of high compression, and when they have done a few hundred miles on the road, particularly if the oiling has been on the generous side, there is a certain tendency towards that pinking from the inside of the cylinder which none of us like to hear. Benzole, because it gives a slower burning explosion, removes this tendency, but neat benzole is accompanied by alleged disadvantages, and it has long been the practice to mix half petrol and half benzole. Latterly, one enterprising firm which distils benzole from black diamonds has been marketing a fifty-fifty mixture, and very popular this fuel has become. In fact, other distributors are following suit, and are marketing a mixture at the same price as petrol, which is something to be thankful for, because those of us who have always favored benzole have hitherto had to pay nearly ten cents a gallon more for our fancy.

I know you have had the open muffler boob with you for these many years. We have, also, but the latest activity on the part of our police, who love to persecute the long-suffering motorist, because he is so meek and always willing to pay up as if he was only allowed on the roads on sufferance, is to prosecute the campaign against noise with wholesale summonses. Open mufflers, or, as we call them, cut-outs, have been prohibited in this country since 1913, and for years past manufacturers have fitted proper expansion chambers to their productions. Nowadays, however, any old sort of silencer is not sufficient. It must "reasonably silence the exhaust, and, if the local cop considers that the puff of the exhaust is not what he would term reasonably silent (whatever that may mean), he raises a white-gloved hand, and the unlucky motorcyclist is "for it." And a silencer prosecution is not an easy thing to get out of. If the cop says you're noisy, you may say you're not until you are blue in the face, but the beak will probably say "ten bob and costs" without the slightest hesitation.

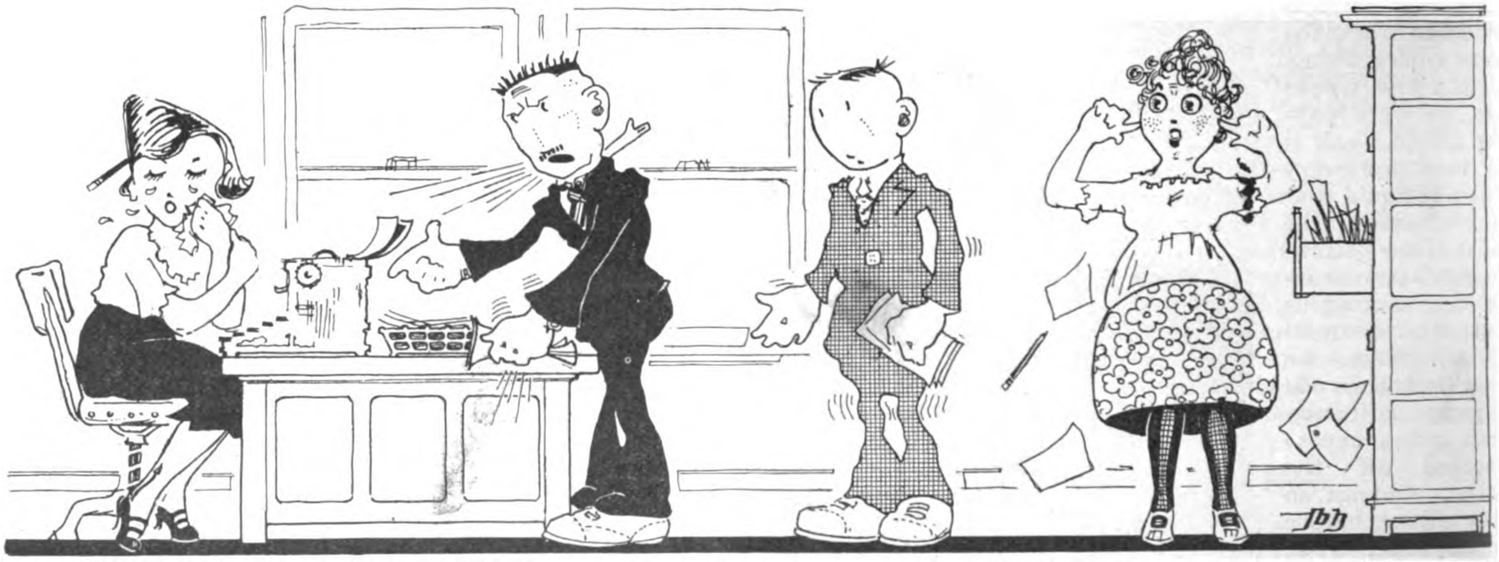
The police authorities, too, don't leave anything to chance. The cops who are put out on the streets to catch the motorcyclist are all given a course of motor technique first. Believe me, it's no good saying to one of them "I've got a silencer in my exhaust valve, with a volume of ten times that swept by the piston," because he knows all about expansion chambers and the different gasgets that go to make up an internal combustion motor. But I couldn't help giving a gentle smile the other day when a constable was giving evidence in a silencer prosecution case. He was asked if he knew of any instrument for measuring noise, and he said yes—a stiff wire. He went on to say that the wire was poked up into the silencer, and if there were any baffle plates inside, the machine was quiet. As a matter of fact, there are hardly any firms which put baffle plates inside their silencers nowadays. But there *is* an instrument for measuring noise—the audiometer which our leading motor scientist—Professor A. M. Low, A. C. G. I., and a couple of alphabets, has invented.

The Audiometer consists of a trumpet with a diaphragm at the end of it. To put it badly, when a noise passes down the trumpet the diaghragm waggles, and, in waggling, causes a beam of light to be reflected on to a photographic film. The more the waggle, the greater the area over which the beam of light spreads itself. This instrument has been very successful, and has been used on more than one occasion in our Six Days'

Trials. It was also used the other day in a silence prosecution, and the photographs of the noise of the machine in question were produced in court. What the magistrates thought of it I don't quite know, but as the case came before a Bench which is reputed to be rather fond of filling the poor box out of the motorists' pocket, they put it across the motorcyclist just the same, and he paid like the rest of them.

By the way, this same Prof. Low designed a motorcycle a little while ago—I think he had a few minutes to spare one day—and this same machine is rather different to anything that we have yet seen. It is a four-cylinder, with a two-stroke engine, and it has a frame pressed out of sheet steel, shaft and bevel drive, and other things not commonly seen. He made up a machine, and I had a run on it last summer, but, strange to say, no English manufacturer seemed inclined to take the design up. The last I heard of it, a couple of cute Americans had seen it, were pleased with it, and had returned to the States with an option to manufacture in their pockets. So it may be that you will be the first to get your lamps on it. I hope you will like it—I think you will. What little experience I had of it on the road it struck me immediately as being rather dinky.

Success Secrets



"Sew he began to stand over his employes an' roar Out Instruxtions"

ONST there wuz a Man who went into Bizness for Hisself. His name wuz Bull, an' he set out to be a real Boss. But he maid the misTake of thinking that he could say, "Go an' dew this, an' go an' dew that," instead of Remarkin' pleasant-like, "We'll dew so and so. Kum on!"

Instead of developing a fine spirit of Co-Operation he soon had a sTaff of workers who wuz watchin' for a chanct to take aDvantage.

When he wanted sumthin' dun, he wood bellow at somebody, an' give A Order without makin' it clear what he expected. As a Result he didn't get good Results.

Sew after A while he sed to Hisself, "I'm in the Rong pasture, an' I've got to make a change."

Sew he began to stand over his employees an' to roar Out Instruxtions by the yard, an' he woodn't move a Peg until he got his helPers sew Nerv-that most of 'em quit. An' the rest of 'em sed,

"You have sed Enuff. We hurd you the first Time. Run along an' tare up the Ground somewhere else and' Leave us alone to carry out your Idees. As long as you ramp around here an' paw the Ground you only throw dust in your own Eyes an' make a Spectacle of yourself."

Sew grate wuz the rath of this wood-Be He-man that he fell in a Fit an' his aSsociates sed,

"We'll admit we roasted hymn Enuff that he's awl but Barbecued. But the Experience will dew hymn Good. A man like that who is a natshural bull-y has to have a wring in his nose or you kan't live in the lot with hymn."

Sew they threw sum water in his face an' he kum to. He sed dazed-like, "What's Happened?"

An' his bizness Pardner remarked fealingly, "Johnny, they ain't no use Talkin'. You've got to go to a Sanitorium where they adverTise to Cure nerves."

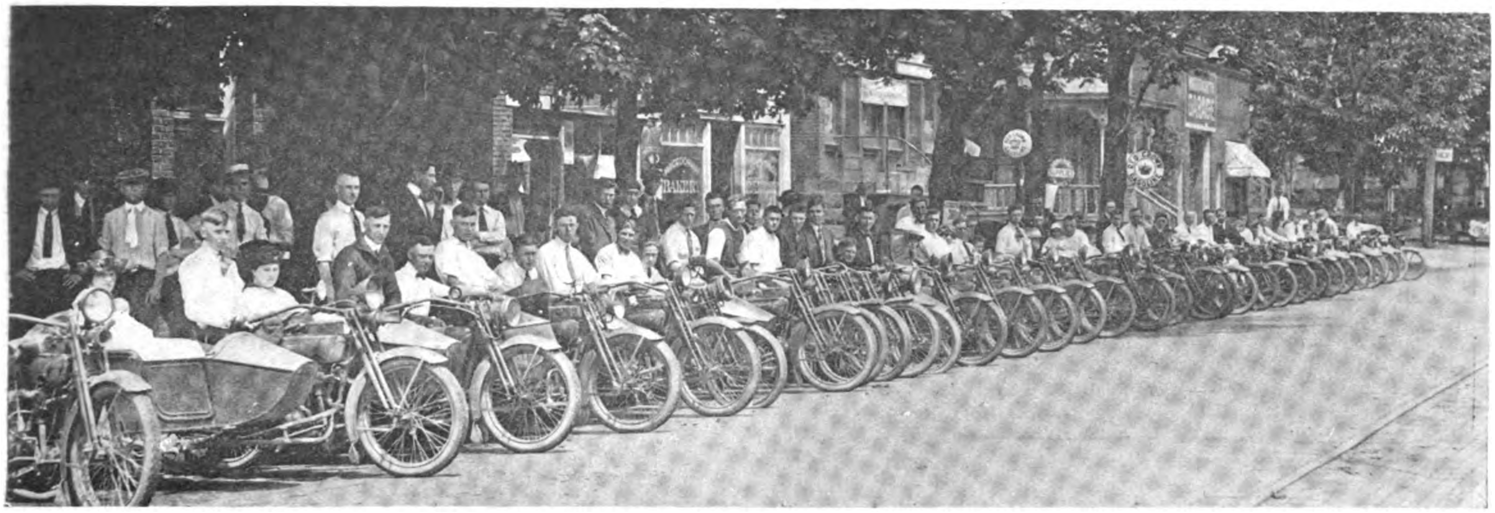
"Your nerves or mine,' grinned Johnny, getting up an' brushing off his Pants.

"That remains to be seen," returned his Pardner—"perhaps both."

You Kan't Expect To Develop Enthusiasm or Initiative If You Stand Over Your Helpers With a Klub. When You Do That You Show Sed Helpers—You Are Afraid of 'Em. An' Then They Jest Natshurally Watch For a Chanct To Do You Up.

N. Y. PLATES READY

NEW YORK automobile registration plate numbers for 1923 and application blanks for the registry of cars in New York State are ready for delivery at the motor vehicle branch offices in Manhattan and Brooklyn. Beginning Monday, Dec. 4, and continuing through that month the plates and application blanks will also be available every day except Sunday at the Ninth Coast Defense Armory, Fourteenth Street, west of Sixth Avenue; the First Field Artillery Armory, Broadway and Sixty-eighth Street; at the Bronx Borough Hall, Tremont and Third Avenues; at the Board of Trade rooms in the Butler Building, Jamaica, and in the Borough Hall at St. George, S. I.



How they turn out for a Durling Gypsy Tour.

"*Service* with a Smile"

A Slogan and the Man Back of it—The Story of a Farmer Boy Who Made Good in the Motorcycle Business

By W. H. Parsons

A LITTLE over nine years ago, a young farmer boy graduated from the Wadsworth, Ohio, school, valedictorian of his class. He had made up his mind that he was going to be an electrical engineer and planned to take a course in Purdue University, working his way through, but fate had different ideas. Today that farmer boy is one of the most successful motorcycle dealers in the country, and he has just opened a new store at Toledo, Ohio. Asked to tell the secret of his success for the benefit of the readers of MOTORCYCLE AND BICYCLE ILLUSTRATED, he replied:

"Our policy is summed up in our slogan, and it is more eloquent than a whole book of explanation. It is—'Service with a Smile.'"

"How did you happen to get into the motorcycle business, in the first place?" was asked.

"Because I couldn't earn enough money at 24 cents an hour in vacation time to pay my way through college. That was really the beginning of the reason for my being a motorcycle dealer, though, of course, there was more than that back of it," said Glenn Durling, new Harley-Davidson dealer at Toledo, for it's Glenn we are going to tell you about.

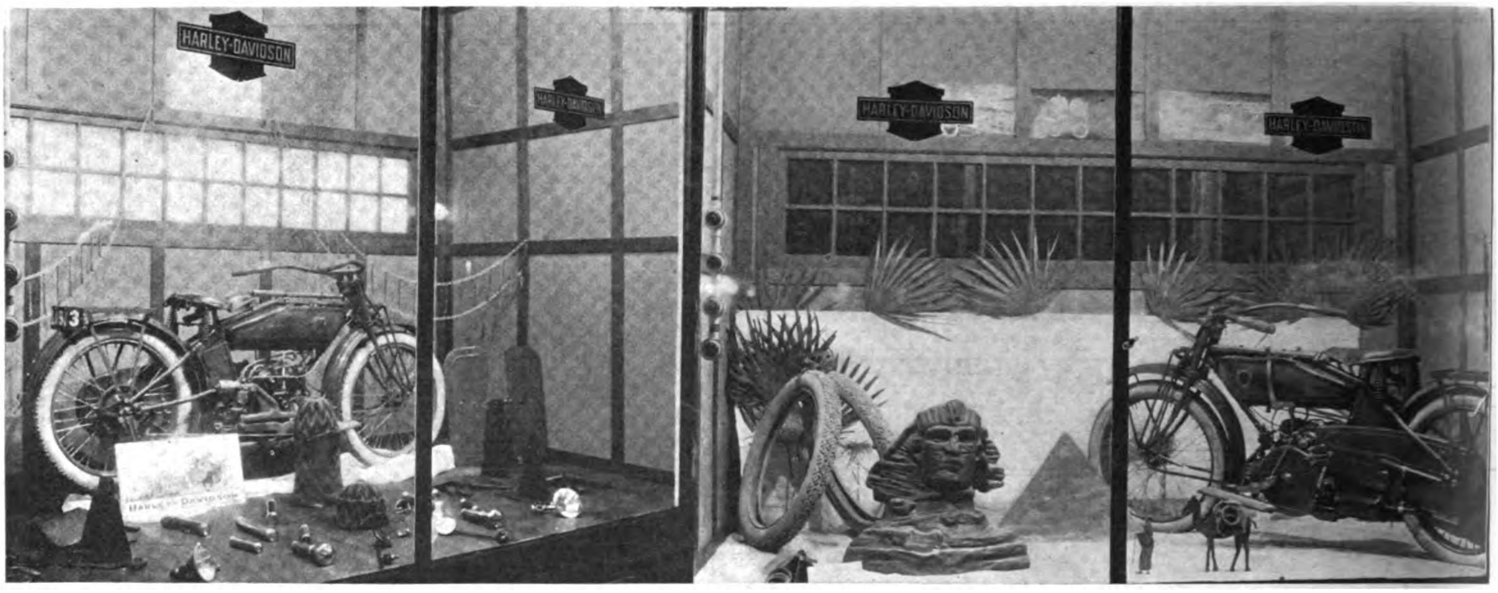
Back in 1908 the Durlings were living in Pike County, Ind. They weren't very affluent, Glenn says. They couldn't afford an automobile, but Durling, Senior, did invest in a 2¾ horse power Thor motorcycle, of the vintage of 1907. Glenn got his first ride in 1909 and has been an enthusiastic motorcyclist ever since. When the family moved to a farm near Wadsworth, Ohio, in 1909, Glenn was in high school. He had to help on the farm, and so that he might lose as little as possible going back and forth to school in Wadsworth and have the time on the farm, his father let him ride the Thor.

Glenn Durling.

"It was like this," said Glenn after considerable coaxing, for he's a modest cuss. As a matter of fact we have been trying to pry this story out of him for nearly a year. "The arrangement at the Wadsworth school was that a student was excused from final examinations in studies in which he had averaged 95 or better during the year. The only examination I had to take was music, so I had a week of spare time before graduation. I had made up my mind that I wanted to be an electrical engineer, and planned to take a course in Purdue University, so when I found I had a week to myself I went over to Akron, about 14 miles from our home, and got a job in the B. F. Goodrich Co., making Silvertown Cord tires. Before the last of my class had finished their examinations I was at work.

"Father had traded in his 2¾ horse power Thor for a 4 horse power single Thor and he let me ride it back and forth from home to the Goodrich factory all that summer, and I saved enough money to put me through a year in Purdue, with what I could earn while there at waiting on table at a boarding club for my meals, tending furnace for my room rent, running a student laundry route and ushering at a moving picture show for incidental expenses."

This was the class of 1913, and when school was out in the spring young Durling found that there was labor



Two examples of Durling window display.

trouble at the Goodrich plant and he couldn't get his old job back. After helping around home for six weeks he landed a job at the Packard plant in Detroit at 24 cents an hour. This was the end of his college career and the beginning of his motorcycle business, for he couldn't earn enough in the Packard plant to put away any surplus to pay for another year at Purdue. In the fall of 1914 he bought a 1913 4 horse power single Thor from John B. Trossel, of Detroit.

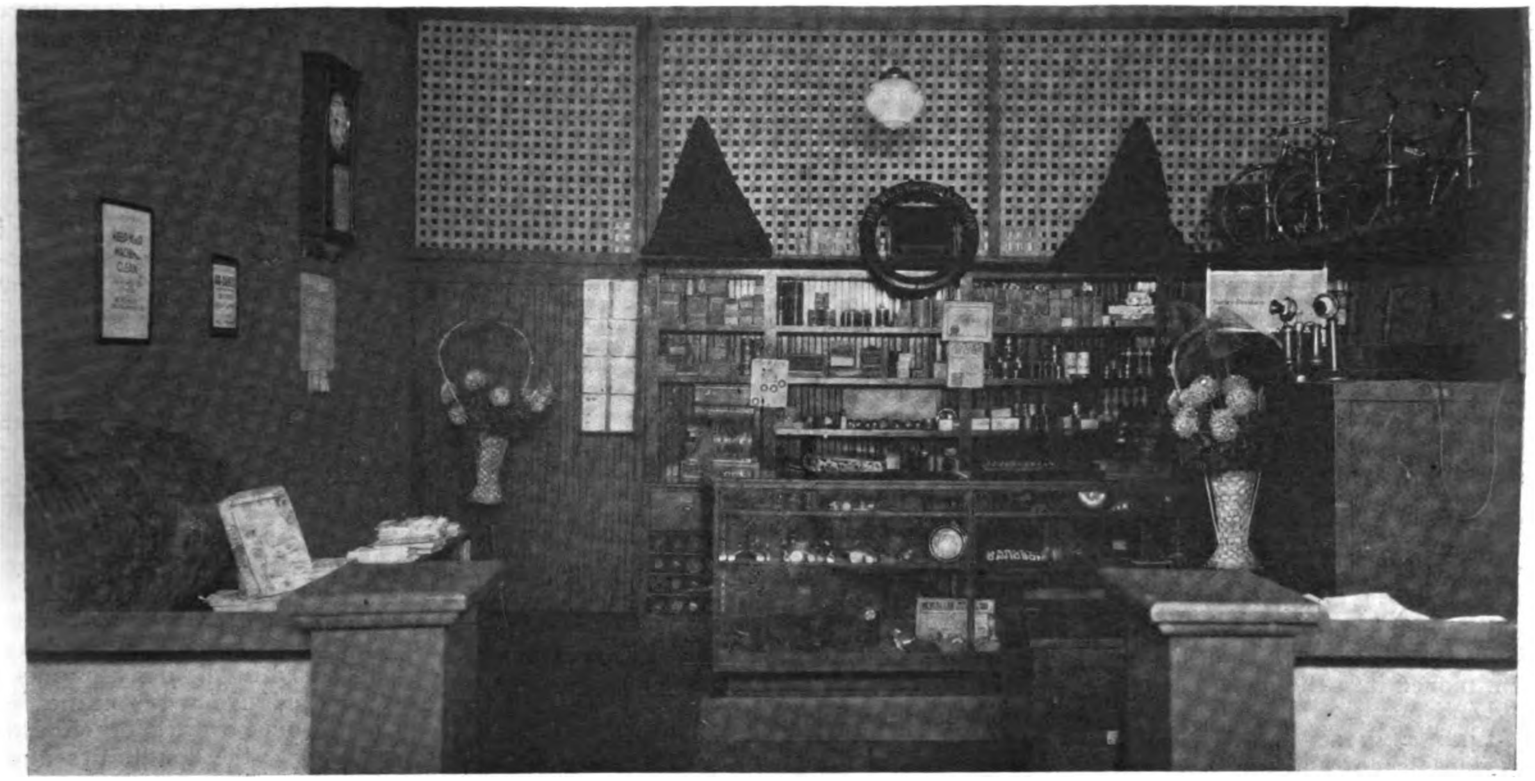
"I thought I owned the world," he said with a reminiscent smile. "The stories I told of my trips from Detroit to my home in Wadsworth, through mud and rain, read like endurance runs, or other fiction." (He has a sense of humor.)

Late in the fall work slackened at the Packard plant and Durling went to work for his uncle on a farm. In Wadsworth, at that time, there was a young fellow who had quit school after passing the grades and opened a bicycle shop, later on getting the Indian agency. He was an enthusiastic rider but not much of a business man. When he felt like going for a ride he would lock up his shop and go. It was hard to tell when he would be there, and if he was, the chances were he wouldn't have what the riders wanted.

"It looked as though a fellow who really went into business and made an effort to give genuine service would have no trouble with that sort of competition. Anyway," said Durling, "I thought the result would be at least to wake him up, and the riders would

Model J
334.86
The Sport Model
307.86
6%

Showroom of the new Durling store at Toledo.



Parts and accessory sales department in Durling's Toledo store. Note the barrel of cider and the doughnuts at the left.

get what they wanted when they wanted it," says Durling. "One day I said to my uncle. 'Gee! I wish I had a hundred dollars. I'd start in the motorcycle business at Wadsworth and give that fellow a run for his money.' 'Glenn,' said my uncle, 'if I had a hundred dollars to spare I'd help you get started.' But he didn't and I didn't and the next best thing was to save and wait for the chance. I kept in touch with the superintendent of the department in the Goodrich factory, where I had worked, and in the March of 1915 I got my old job back, being the youngest tire builder in the plant."

That spring Durling went into business for himself as a curbstone agent for the Thor, with a 9 horse power two-speed, and a Rogers sidecar.

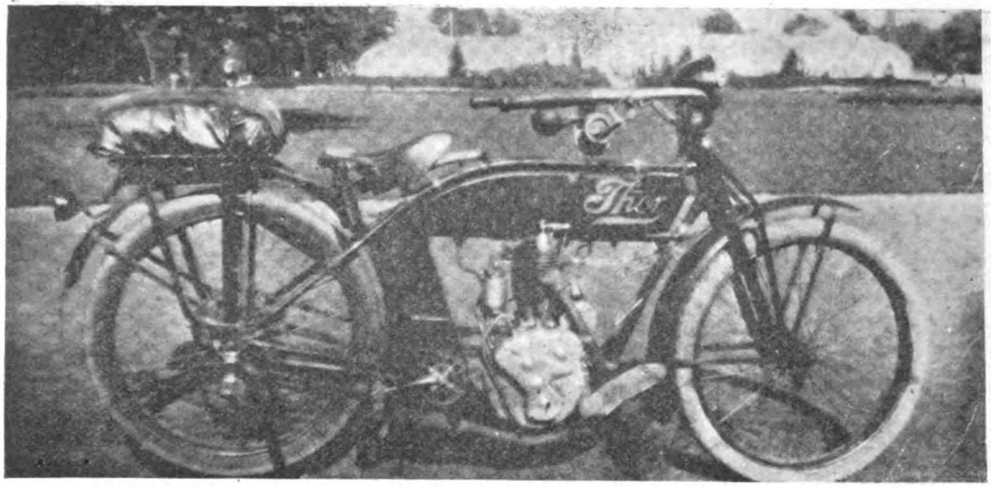
"That shows how much nerve and how little business sense I had," he says. "I was trying to run the Indian out of business with a Thor. I didn't sell a single machine, but in December the young fellow who had the Indian agency got nervous. He heard I was going to open a store and felt me out on it. When I told him I was really going to open up he got cold feet and offered to sell to me. We got together and I bought him out, lock, stock and barrel, December 21, 1915, for $375, of which $100 was borrowed."

THE NEW TIRE
Goodrich BLACK Safety Tread
NO OTHER FABRIC TIRE SO GOOD
REPAIRING

Durling's first store, a knock down photographer's shack, 12 x 35.

There wasn't much to be done in the winter so Durling stayed on the job at Goodrich until March of 1916, when he quit and went into business for himself for good. He got a subagency for the Harley-Davidson, through the Akron dealer, and sold three machines that year. His store was a portable shack, put up in eight sections. It was 12′ by 35′. Next year, 1917, he sold 21 new Harley-Davidsons and 5 Clevelands, and the portable shack was getting cramped, so Glenn persuaded the landlord to move off the knock-down shack and

Durling also gets the boys out on their bicycles.



Durling's first motorcycle.

build in its place a tile building with brick front, 17′ by 56′. While this was being built he got temporary quarters in an old blacksmith shop on an alley. He moved into the new place in June, 1917.

Like a great many other young business men, Durling was afraid of his banker. He had been staggering along (staggering, is right, he says) trying to finance his own time sales, always afraid to go to the bank for help, even though his uncle was cashier of the bank. But when the factory suggested getting the assistance of a financing company Glenn went to talk it over with his uncle. Uncle said he couldn't see why the time sale money should go out of town, if the finance company could carry the business why couldn't the bank, and an arrangement was made to carry the notes endorsed by Durling. From then on things went easier.

In 1918 a direct agency was obtained from the factory, and as the quarters were again getting cramped, Durling asked the landlord to build an addition at the back for a shop, but they couldn't come to terms on rental and so Glenn built a 17′ by 28′ shop himself and this shop and the store in front of it were used until the recent move to Toledo.

When Durling speaks of his store, or his achievements in the past, or his plans for the future, he always says "our" and "we." There are reasons.

"I can't take all the credit for what has been accomplished," he says, "for my wife has not only been an incentive to greater endeavors, but has helped in no small degree to work out our policies and put them into practice. She is a real pal and partner, and not a silent one at that, for she takes an active part in administering the business. She is always my sidecar passenger when we go on club runs, Gypsy tours, trips to distant cities, races, hill climbs or other forms of motorcycle activities, and when we

GLENN DURLING
IS THE NEW
HARLEY - DAVIDSON
DISTRIBUTOR FOR TOLEDO
LOCATED AT
1809 ADAMS
THE NEW STOCK CHAMPION
ON DISPLAY
Absolutely complete stock of Genuine Harley-Davidson Parts
Factory Trained Mechanics
Genuine Harley-Davidson Oil
"Service With a Smile"

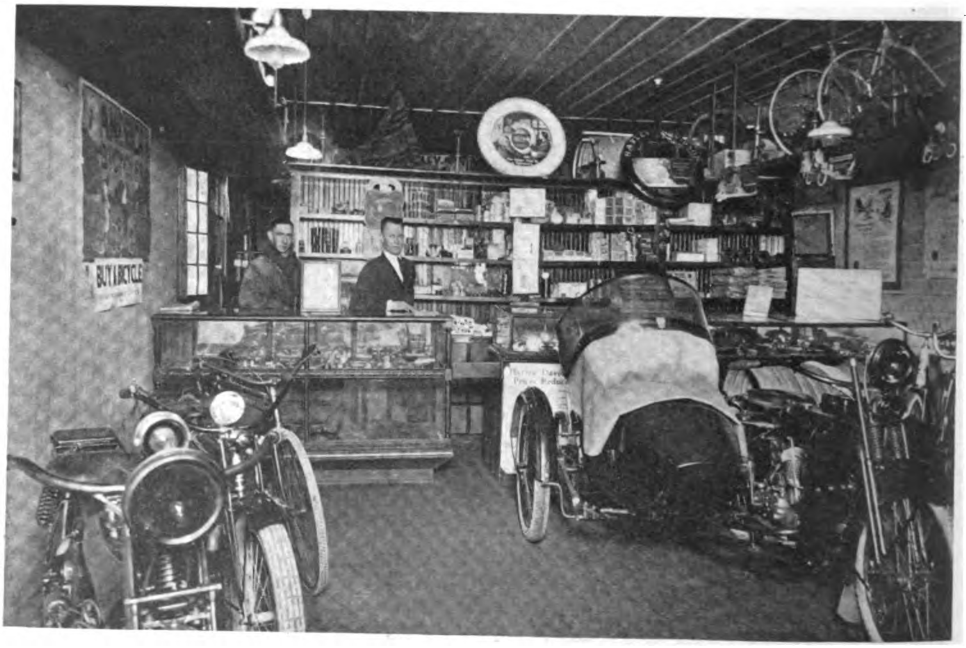
How Durling announced his opening at Toledo. This is the front and reverse of a tag which he tied on every motorcycle in town the week before the opening.

take a week-end off for a visit to relatives or go on our annual vacation trip she alternates with me in the saddle of our outfit which we always have dolled up. We are proud of it and I believe we have been the means of giving quite a few people a new vision of what the king of sports is.

"We earnestly try to live up to the high standard which our slogan, 'Service with a Smile,' sets for us. I say 'we' for L. F. Brouse, a factory trained mechanic in charge of our service department, who has been with us for the past six years and who came with us to Toledo, has been the means of putting our service department on the high plane where we are now proud to say it is. We sincerely try not to let a customer go away without fixing him up in some way or other and keeping him satisfied with us and with our merchandise and service."

"It would have done you good to see them at the opening of the new store last week," he said. "We sent out over 1,200 mailed announcements as well as advertised in the daily papers. Over six hundred live wires came in and gave us the once over. You should have seen the way the doughnuts and cider and cigars disappeared. Mrs. Durling had her hands full serving the refreshments and registering the guests. We've only been here seven weeks, but we feel very much at home. We're going to like Toledo."

Glenn Durling is not so tied up with his business that he hasn't time for anything else. He believes in taking an active part in community activities. At Wadsworth, his former home, he was chairman of the Membership Committee of the Business Men's Advertising Club, treasurer of the church he attended and president of the Young Men's Bible Class. At the Chicago show last fall he was elected treasurer of the Harley-Davidson Dealers' Association of North America.



Durling's show room at his former store in Wadsworth, Ohio.

This quaint old bicycle repair shop is located in the tiny village of Cheam, in England, a town in which there has not been built a new house in the last 150 years. The house in which the shop is located is over two hundred years old. The lower part of the roof is covered with grass that lends a bit of color to an otherwise gloomy building. The wheel and part of the frame of a bicycle serve as an advertising sign to passersby

New Traffic Laws Needed

By B. W. King

AS both an enthusiastic cyclist and automobilist I believe I am qualified to make reference to the use of both machines and point out the need of legislation to the end that the cyclist may be afforded some protection. With automobiles thick on the roads it is about time that some manner of protection was given to the cyclist, who in every collision with an automobile without single exception is the only one to sustain an injury.

A great proportion of the automobilists who are now driving cars either have forgotten their cycling days, which, by the way, should in a majority of cases never have been terminated, or by their actions show by their utter disregard for the cyclist's safety that they never have taken into consideration the fact that a bicycle rider even exists. To call them road hogs would be to pay them a compliment, many of them actually are criminals, or are criminally negligent and many a cyclist, a small boy or a little girl in many cases who is killed or injured in a so-called unavoidable accident is the victim of disregard and negligence on the part of the automobile driver.

Not long ago, while driving on the Merrick road on Long Island, I saw two little girls on bicycles with an automobile approaching them from behind. Another car was coming in the opposite direction and the car coming from behind did not slow down, but squeezed in between the girl cyclists and the other car. The children naturally became somewhat excited with the car missing them by the narrowest of margins and the girl in the rear position touched the rear wheel of the compaion ahead of her with her own front wheel and almost went down. Had she done so it was an even chance that she would have fallen under the rear wheel of the passing car and another "unavoidable" accident would have occurred and the criminally negligent driver would not have been held responsible because he did not hit the child with the front part of his machine. These automobile pigs do not consider that a cyclist is not propelling a four-wheel vehicle. They shoot to miss by a few inches and do not take into consideration the necessity for balance, especially in its relation to young riders or their possible deviation from a straight line because of excitement resulting from the disregard of the auto driver. Would these drivers gamble in the same way with the lives of their own children? It is safe to say they would not and knowing themselves in some cases and believing others to be like them they refuse their own children the use and benefits of one of the most enjoyable pleasures known to childhood.

PROTECT THE CYCLIST

"It is about time that some manner of protection was given to the cyclist."

"A great proportion of automobilists have never taken into consideration that a cyclist exists."

"Many a small boy or girl is the victim of disregard or negligence on the part of the automobile driver."

"It is time when we should have laws to protect cyclists and ample means of making the laws effective."

"Those with the power to do so should use their efforts in placing the need for legislative changes before the proper people."

It is time now, in fact the time has long since passed when we should have laws to protect cyclists and ample means of making the laws effective. There should be a law preventing an automobile going in the same direction from passing a cyclist within a reasonable distance. There should be a law preventing an automobile from passing a cyclist from behind on State roads when a car going in the opposite direction is also passing. On State roads the speed limit should be reduced to a reasonable figure when an automobile is approaching a cyclist from the rear. In any case an automobile coming from either direction should not pass within eight feet of the cyclist which is the approximate space necessary for a car and a cyclist has as much right to that much territory as has the automobile, especially in view of the facts already stated.

To enforce these laws certain state and city officers should be mounted on cycles and garbed in plain clothes, and a reasonable amount of activity on their part and a proportionate amount on the part of magazines and newspapers would result in the saving of many a life which is sacrificed on the altar of "Get there and stop for nothing," which is the creed of so many motorists.

About two weeks ago, while riding on a State road, I stopped to adjust my saddle and though standing close to the ditch I heard a car coming with Klaxon sounding continually, and turning around saw a car heading diagnally across the road and directly towards me. When within a few feet of me the driver quickly turned the wheel and just missed me by a hair's breadth. Several women in the car then turned around and laughed at the joke, for such it was intended to be. He was one of those "William Tells" of the highways who are willing to shoot apples off the heads of someone else. Had he miscalculated a trifle and struck me it's a 100 to 1 shot he would have kept right on going. Another incident of the same sort occurred in Brooklyn, in which case I was run right to the curb and over on the sidewalk with five leering idiots enjoying their "trick."

Still another case which happened only a short time ago was where an auto driver coming from behind overtook me at a corner with me on the inside, and not considering whether I wished to turn or not he forced me around the turn and allowed me not more than a foot of space, almost causing a fall by my pedal striking the curb, and I had to jump ahead at that to avoid being struck. I then, in no uncertain terms, informed the driver relative to my opinion of him, and with that he stepped on the gas and deliberately tried to run me down from behind. He is that sort of driver who will curse a man because he missed him.

Is it any wonder that cyclists in general develop a profound hatred for a large percentage of automobile drivers? Personally, as an auto driver, I am ashamed to be numbered as just one of them. I give the cyclists though a square deal and I willingly give the kids a wide berth, but the great majority of auto drivers will have to be forced to do so.

Another thing that should be changed is the insurance laws relative to drivers' liability. No man unless he has stated assets valued at least $5,000 should be permitted to drive a car unless he takes out ample insurance. These assets should be stated at the time he secures his license and if the value were to depreciate during the term of his license it should be illegal for him to continue driving unless he covers himself by insurance.

HOW DETROIT DOES IT

Detroit, Mich.—Weekly visits to the Morgue have been added to the routine of the automobile division of Recorder's Court by Judge Charles L. Bartlett.

Judge Bartlett announced that hereafter, once each week, men and women convicted of traffic law violations and given jail sentences will be conducted through the Morgue "to view the results of auto drivers' carelessness."

Judge Bartlett recently began what he announced would be daily trips to receiving hospitals, when he conducted several persons convicted of traffic law violations through a ward in which were several victims of automobile accidents.

An insurance policy that covers a man for any injury to another without further loss to himself, other than the paying of his premium, should be declared illegal. If the first one thousand dollars of any judgment or loss through his act with his automobile were uninsurable the accident list would be materially reduced both as regards cyclists and pedestrains and from other forms of accidents. No policy should completely cover an automobile driver unless he can sign an affidavit to the effect that his assets would not bring $1,000. Thus with a driver liable for $1,000 out of his own pocket in the event of an accident he would not be so prone to say as has been done in so many cases: "Don't talk to me about it, I'm insured." Such a law would, I believe, be welcome to the insurance companies and would materially reduce both accident and insurance rates.

Two riders of the Empire City Wheelmen, the club I represent, have been badly hurt within the past few months, making it necessary for them to remain in hospitals for long periods. Both were experienced riders and one the New York State champion, the latter being struck at Atlantic City the day before the National Championships, which prevented his competing. He was struck from behind and was carried about two hundred feet before the woman driver stopped. She was very nice about it afterwards, but the champion went to the hospital after a most miraculous escape from death. Without contrition he was informed that the driver was "heavily insured."

Those with the power to do so should use their efforts in placing the need for legislative changes before the proper people and the efforts should be continued until the laws are in effect and then it should be seen that they are enforced.

If the bicycle is to maintain its steady increase in use or even to maintain its present position it will be absolutely necessary for the Cycle Trades and all those directly and indirectly interested to put their shoulder to the wheel in order that cycling may be made comparatively safe.

WHAT'S IN A NAME?

STUDENTS of nomenclature could secure much local color if they were to pass their eyes over six-day programs of the past few years. Programs from Madison Square Garden are rich in material for said students. They have every kind that one would wish to work on.

Colors, foodstuffs, artisans, birds—real ones—fighters and what not may be found listed as starters in past races at the Garden. There is a Bowler and a Fisher, two Kings, a Butler, a Hall, Pye, Coffee, Egg, Rice and Bolloni, a Piani and a couple of Millers. Hill, Rutt, Stone, Root and Lands may be found. Some are ancient while one was Young. There's a Hopper to toss them into, while the Dove of peace sometimes hovers about. Steins are almost obsolete, but there was one Stein listed. A Carman always uses a Mitten. There was one of the Hicks started. Actors use Spears and there was one for the thespian. One was Grimm and the other Eager. Gray was the color found and Samson the strong man. The Smith family had two entrants and there was plenty of Joes started the race. The fighters were represented by Leonard, Sullivan, Ryan and Fitzsimmons and the poets by Byron. A Kaiser was listed in several races as well as a Verri, Hale and Leene Walker and a number of them have gone West.

A Golden Stol could be found as well as a Hehir. Some of them were a little Wiley, but quieted down when they were given Moore Jaak and then sang Auld *Lang* Syne.

Girardengo Italy's Champ

By taking first place in the Tour of Lombardy, Italy, Constant Girardengo on Sunday, November 5, clinched the Italian road championship for the year. Girardengo defeated his countryman, Azzini, in the sprint for the tape. Aymo was third and Gay fourth. This marked Girardengo's third win in the Lombardy Tour.

A. B. L. and N. C. A. to Co-operate

A NEW working agreement has been drawn up between the National Cycling Association, the controlling cycling body since the League of American Wheelmen relinquished control of racing back about 25 years ago, and the Amateur Bicycle League of America, Inc., the organization that grew out of the Inter-Club Amateur Cycle Road Racing League, the body that has done such good work for amateur cycle racing throughout this country. By this new agreement between the two racing bodies the cycle racing situation as concerns dirt track and flat floor racing has been clarified and the two associations now control racing in the United States.

A conference had been held in New York City on November 10 between the National Cycling Association, represented by Frank L. Kramer, chairman of the Board of Control, and the Amateur Bicycle League of America, Inc., represented by D. J. McIntyre, president; A. R. Jacobson, chairman of the Board of Control; Frank Small, of the Acme Wheelmen of New York, and B. A. Walsh, of the Empire City Wheelmen, the Brooklyn club.

At this meeting the Amateur Bicycle League of America representatives were empowered to draw up a working agreement between the N. C. A. and the A. B. L., with the result that on Thursday night, November 16, the A. B. L. committee and Chairman Kramer of the N. C. A. signed the agreement, which covers the situation very well and should work for the betterment and increase of cycle racing all over the country. The agreement follows:

Working agreement dated November 16th, 1922, drawn between the National Cycling Association and the Amateur Bicycle League of America, Inc.

It is agreed by the National Cycling Association and the Amateur Bicycle League of America, Inc.:

1st.—That the Amateur Bicycle League of America, Inc., control all road, and dirt track racing where there will be no admission charged.

2nd.—Any road, or dirt track meet run in N. C. A. franchise territory by the A. B. L. of America, Inc., must first get the consent of the N. C. A. franchise holder before sanctioning meet, and each rider must be registered with the A. B. L. of America, Inc.

3rd.—All track races to be controlled by the National Cycling Association; this also includes all flat floor races and races run other than that on the road and dirt tracks; and each rider must be registered with the National Cycling Association.

4th—All professional races held in the United States of America to be under National Cycling Association control.

5th.—This agreement controls all bicycle races run in the United States of America, by both the Amateur Bicycle League of America, Inc., and the National Cycling Association.

6th.—This agreement to be terminated by either party upon six months' notice.

(Signed)
AMATEUR BICYCLE LEAGUE OF AMERICA, INC.
Donald J. McIntyre, President.
NATIONAL CYCLING ASSOCIATION,
Frank L. Kramer, Chairman.
Witness: A. R. Jacobson.
Witness: Bernard A. Walsh.

EGG AND BUYSSE WIN

OSCAR EGG, the Swiss pedal pusher, and Marcel Buysse, the Belgian, captured the six-day race at Ghent, Belgium, by a margin of two laps. The race wound up Sunday night, November 5, and eleven out of the sixteen teams that started managed to survive anywheres from two to seven laps back of the winners. They covered 2,320 miles in the 144 hours.

The race was decided on points, with sprints run four times a day, five sprints to each session. Earlier in the week the sprints counted six, four, two and one, for first, second, third and fourth. On Saturday afternoon and evening the firsts counted double, while on the final night the winners received 72 points.

During the week, Egg and Buysse, who had been both fined and penalized laps for making bad pickups, were three laps back of Lucien Buysse and Henry Van Lerberghe, who had gained a lap alone. Egg and Buysse started a "jam" later in the week that put them on even terms with the Buysse-Van Lerberghe team and in the last day they increased their lead to two laps.

The winners scored a total of 221 points. Lucien Buysse and Henry Van Lerberghe, two laps back in second place, had scored only 33 points. Theodore and Henry Wynsdau, Belgium, and Hellebaut and Dejaegher, Belgians, were three laps back, but the Wynsdau brothers had scored 349 points to 13 for the others. Victor and Alphonse Standaert, Belgians, 240 points; Pagnoul and Haidon, Belgians, 134 points; Vleminckx and Erkelens, Hollanders, 30 points, and Leon Buysse and Depauw, Belgians, 17 points, were four laps back. Caesar Debaets and Tuytten, 348 points, and Ali Nefatti, Tunis and Stockelynck, Belgium, 275 points, were five laps back. Peter Van Kempen, Holland, and Peter Vandevelde, Belgium, who scored the grand total of 1,469 points, finished in eleventh place and were seven laps back of the winners. Van Kempen won most of the sprints run during the race, but lost ground either through penalization or in the "jams." Brocco, who was riding with Alois Persyn, the Belgian, quit the race after the eleventh sprint during the last hour. In the last hour 20 sprints were run and Van Kempen won 13 and his partner, Vandevelde, one. Pete won a lot of sprints, but it did not mean much.

THE IRIST CYCLIST SAYS:

"That the following is a new rendering of an old rhyme:—

Thirsty days hath September, April,
June and November.
All the rest are thirsty too."

Belgian and American Cyclists: Ernest Ohrt, center, and Rene Vermandel, Belgium's best road rider, at the six-day race at Ghent, Belgium

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE A. A. U. has suspended three prominent amateurs for alleged padding of their expense account. What do they mean, padding expense accounts?

* * *

The Europeans that will compete in the Madison Square Garden six-day race departed from Europe on November 18 and should reach here Friday.

* * *

Walter Rutt and Willie Lorenz, who are to ride in the Madison Square Garden six-day race, left on the steamer Reliance from Germany on November 14. They are due to arrive Friday.

* * *

The Irish Cyclist says that Harry Reynolds, the old Irish world's champion, has blossomed out as a tenor singer. His professional name is Enrico Renoldi and he is said to be in great demand at the large concert halls in England.

* * *

Bob Spears, the Australian, left for his home in Kangarooland from France on November 17. He was accompanied by Ken Ross, his countryman, who had been racing in Europe. Mrs. Spears is now in America, having left Europe on November 4.

* * *

Another famed cyclist has announced his retirement from the sport. The latest to say fare thee is Eugene Christophe, of France. Christophe has two wins to his credit in the Bordeaux to Paris race and has wins in other European races to his string. He is 39 years of age and says he will let the youngsters have their fling at the game.

* * *

Choque and Veillet, two French tandemists, made a successful onslaught on tandem records at the Velodrome Municipal, Paris, Sunday, November 5. They bettered the record of 1 hour, 14 minutes and 20 seconds for 50 kilometers (31.06 miles) unpaced by doing 1 hour, 8 minutes and 44 4-5 seconds. Ten kilometers was done in 13:26 1-5; 20 kilometers, 27:01 3-5 (13-19 miles); in the half-hour 22.205 kilometers; in the hour, 44.023 kilometers (27.35 miles), all new marks.

* * *

The Verband Deutcher Radrennbahnen, the German cycling body, has applied for reinstatement into the Unione Cycliste Internationale, the world's governing body. The application will be acted upon at the next congress of the U. C. I. to be held in February. It seems ridiculous to keep Germany out of the U. C. I., when riders from that country can race in Italy and other countries that are members of the U. C. I., while Walter Rutt and Willie Lorenz are to be starters in the December race at Madison Square Garden.

* * *

Robert Grassin, a pupil of Leon Didier, the paced rider, made his debut at the Velodrome d'Hiver, Paris, Sunday, November 5, and rode to a tie in a four-cornered match against Gustave Ganay, France; Paul Suter, Switzerland, and Emil Aerts, Belgian. The race was run in six heats at 6.1 miles pursuit style. Ganay caught Aerts in the first; Suter won from Grassin when the latter punctured in the second. Suter caught Aerts in the third. Grassin beat Ganay in the fourth by 30 meters and he caught Aerts in the fifth. Ganay beat Suter in the sixth by 50 meters. Grassin, Suter and Ganay were tied with two first places and a second. In a deciding heat called "A Barrage Match," Grassin won by 100 meters over Ganay, while Suter was 300 meters back.

* * *

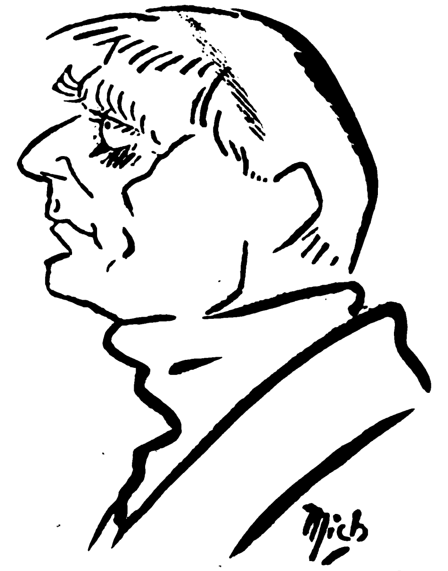
Bill Bailey, Bob Spears and Caesar Moretti, the cyclists who were suspended on charges growing out of the ill-fated world's championship meeting at Liverpool, England, have been reinstated. The trio was suspended for overdrawing money. The money has been paid back by Bailey and Spears and the case has been carried to the next congress of the Unione Cycliste Internationale. Moretti, however, has refused to pay back any money, claiming that he had a just right to it. His case has been taken up by the Unione Velocipedique Italiana, the governing body, and they will fight it for Caesar. In the meantime, Moretti will probably continue to race in his native land.

* * *

The most prominent road riders in Italy and Belgium competed in a team race at the Velodrome Sempione, Milan, Italy, on November 1. John Brunero and Gaetano Belloni won with 4 points to 6 for Joe Azzini and Bartholomew Aymo. Constant Girardengo, the road champion, and Angelo Gremo had 8 points and Firmin Lambot and Alfred Scieur, Belgians, had 12. The first heat was a 2.13 miles team race. Brunero and Belloni won from Azzini and Aymo, Girardengo and Gremo and Scieur and Lambot in that order. Brunero and Belloni won the pursuit race with Girardengo, riding alone, second, and Azzini and Aymo third. In a lap trial the latter team won with Brunero and Belloni second and Girardengo and Gremo third.

* * *

Harry Wagner, a member of the Century Road Club Association, succeeded in lowering Willard Knecht's record for the unpaced ride between Jersey City City Hall and Philadelphia City Hall. Wagner did the trip last Sunday in six hours and eight minutes as against Knecht's time of six hours and forty-five minutes. Harry Haller, a club mate, also bettered Knecht's time, Haller doing the journey in 6 1/2 hours. Wagner, Haller and John Rahnsdorf, also a C. R. C. A. member, left at 30 minute intervals, Wagner getting away at 7 a. m., Rahnsdorf at 7:30 and Haller at 8 o'clock, all riding unpaced. A strong head wind was encountered, but Wagner and Haller had the strength to battle it and came through all right. Rahnsdorf did the trip in 7 hours and 7 minutes.



As Mich, the French cartoonist, saw Eugene Christophe, who has announced his retirement.

* * *

By the signing of the working agreement between the Amateur Bicycle League of America, Inc., and the National Cycling Association all future flat floor races will be conducted under the sanction of the National Cycling Association, and officials of both associations will act and work in harmony with each other. This marks the end of the controversy of two years between the two bodies. The last flat floor races to be conducted under the sanction of the Amateur Bicycle League of America will be at the 13th Regiment Armory, Brooklyn, Saturday night, December 9. On that night a program of races will be conducted by the Master Association, F. & A. M. The races will include a one-mile A. B. L. flat floor championship, an invitation junior pursuit race, a miss-and-out race and a ten-mile team event.

* * *

Fifteen teams will start the six-day race at Madison Square Garden. Fifteen teams are listed at the present time, but that number may be increased before the start of the long event. In years gone by the race has always started just after midnight of Sunday. This year the race will be started at 10 p. m., after a series of amateur races have been run, the "grind" to go a full 144 hours as it is booked to end at 10 p. m. the following Saturday. There are a number of sturdy combinations in the race and quite a few new faces. The reliable veterans are all signed up for the race. Among the teams that have been signed up are Alfred Goullet and Gaetano Belloni, Oscar Egg and Ray Eaton, Harry Kaiser and Eddie Madden, Walter Rutt and Willie Lorenz, Alfred Grenda and Reggie McNamara, Maurice Brocco and Willie Coburn, Alec McBeath and Cecil Walker and others. Some changes may be made in the construction of the teams, but the 15 that have been given out will be found listed on the opposite page. Two sprint meets are booked for this year. On Saturday night before the start of the race a mixed card of professional and amateur sprint races and pro. match races will be run. On Sunday night a card of amateur races will be run, but on Sunday night it is not the intention of the management at this time to run professional races. There are a number of riders missing from among the starters. Some of them had to be left out, but they probably will be in the March race. "Happy" March, the trainer, says they have to have some new faces in the March race, so they are saving some of the birds that failed to crash into this race for the event in Zipping March. "Happy" probably has the right idea.

New Faces *in* Garden "Grind"

Youngsters Being Given a Chance Along With Veterans—Two Sprint Meets Scheduled for Fans—Many Sprints for Points Promised

SEVERAL new faces will be seen in the six-day race that will be run in Madison Square Garden, December 3 to 9, but the major portion of the field will be made up of the tried and true riders that have ankled around the wooden bowl for many a year. And the chances are that of the starters the old boys will be among the survivors when Saturday night rolls around and the tabulators have figured out the winners. The new lads may fall by the wayside and then again a real "find" may be discovered in the field before the six days have passed. "Finds" are rare indeed in the cycle racing game these days, and if the promoters do cop one they will in all probability shout with joy and sign him up for next season.

Among the ones that will make their bow before the Madison Square Garden fans, to be "razzed" or made a hero of, will be Willie Grimm, the amateur champion this year, and his mate, Sam Gastman, the lone Jewish rider in the race; Louis Eyckmans, the Belgian; Federico Gay, Guiseppa Azzini, Angelo Gremo and Charles Oliveri, Italians.

Grimm and Gastman recently competed in and finished in seventh place. Oliveri is no stranger to New Yorkers as he competed in the six-day race at the 22d Regiment Armory back in 1920. Eyckmans, the Belgian, was a competitor in the Chicago six-day race, where he lost his partner, Spiessens, who rides with him in the Garden, and doubled up with Alfons Verraes, his countryman, but they failed to finish. Gay, Azzini and Gremo have confined themselves to road racing and long team races on the tracks of Italy. The three of them were tied for fifth place in the Italian road championship with 14 points. Gaetano Belloni was tied for 13th with A. Zanaga. What the road riders will do on the little track in the Garden when the boys get excited and peevish and start a jam is a question. They being strong, unpaced riders, might cause some trouble if they got in front and rode the banks or "took the boys into the mountains," as it were.

TEAMS FOR "GRIND"

Alfred Goullet-Gaetano Belloni
Eddie Madden-Harry Kaiser
Walter Rutt-Willie Lorenz
Alfred Grenda-Reggie McNamara
Ray Eaton-Oscar Egg
Alec McBeath-Cecil Walker
Harry Horan-Tom Fitzsimmons
Willie Coburn-Maurice Brocco
Fred Taylor-Bobby Walthour, Jr.
Louis Eyckmans-Alphonse Spiessens
Willie Grimm-Sam Gastman
Joe Kopsky-Vincent Markey
Guiseppa Azzini-Angelo Gremo
Federico Gay-Charles Oliveri
Tom Bello-Larry Gaffney

BIANCHI
Salga

Federico Gay, junior road champion of Italy. He will team with Charles Oliveri in six-day race.

All of the "vets" are in. There's Alfred Goullet, claimed by many to be the greatest six-day rider that ever strapped a foot into a pedal, and the dope seems to bear out the claim. Goullet has copped ten of the hard races. Goullet will pair with Gaetano Belloni, the Italian. Then there is the Walter Rutt-Willie Lorenz team of Germans. Rutt has won eight six-day races and Lorenz has six wins. Oscar Egg and Ray Eaton, who ran fourth in the race last March, are also teamed together. Ray has two wins in this style of racing, while Oscar has copped five, his fifth being at Ghent, Belgium, recently.

Alfred Grenda and Reggie McNamara, Madison Square Garden landmarks, will ride together. They won the March race. Grenda won in 1914 and 1915 as well. "Mac" has five wins to his string. Maurice Brocco, probably the greatest favorite ever started in the Garden, and Willie Coburn, the winning team in December of 1920, are paired. Harry Kaiser and Eddie Madden, two veterans, have been teamed. Kaiser, with Ray Eaton, won the Armory "grind" in 1920, and Eddie has three wins, one in New York and two in Chicago. Harry Horan and Tommy Fitzsimmons and Vincent Markey and Joe Kopsky will also share their troubles. Bobby Walthour, Jr., will do his work with Fred Taylor, the Newark rider, and Tom Bello and Larry Gaffney make up another team. Alec McBeath and Cecil Walker, two strong Australians, will ride together in the Garden "grind."

The race this year will start at 10 p. m. Sunday night, December 3, and will finish up at 10 p. m. the following Saturday, the last hour finish getting under way at 9 p. m. Before the start of the six-day race a program of sprint races will be run. Amateur lads will compete in a two-mile open, a one-mile handicap and a club team pursuit race. No professional races are scheduled for Sunday night.

On Saturday night a program of races will be run for a curtain raiser. The amateurs have a half-mile handicap and a two-mile open to scramble, tumble and "take the hills" in. The card of professional races will be given out at a later date.

The six-day race will be decided on a point basis with the riders competing in a series of sprints, morning, afternoon and evening. The team scoring

"Joe" Azzini, Italian road champion in 1911 and 1912, who rides with Angelo Gremo at the Garden.

the most number of points will be the winner; second highest, second, and so on down the list.

Goullet Tops 'Em All

There has always been a great question raised when the six-day race at Madison Square Garden rolls around as to just who can lay claim to being the greatest six-day rider. Riders of the past and present have their boosters, but the old dope gives the palm to Alfred Goullet, who seems to be at his best in races of this character. Crowding Goullet for the honors, with only two points separating them, comes Walter Rutt, the German, while Reggie McNamara, the "Iron Man," and John Stol, the Hollander, are trailing the two leaders with a few points separating them.

Since 1898 individual six-day races of a continuous nature have been banned. The New York State Legislature that year put a stop to individual events and the promoters then ran them with teams with the riders supposingly going 50-50 on all riding. From the time that team races began until the present time 67 races of either 142 or 144 hours' duration have been conducted. Of that total 27 have been run in New York City, with all but one of them being held at Madison Square Garden. The lone exception was the race at the 22d Regiment Armory in November of 1920, when the bold, bad cyclists ran an endurance contest that has always been labelled outlaw.

Berlin has seen nine continuous races; Chicago, seven; Brussels, Belgium, six; Paris, four; Dresden, Germany, three; Sydney and Melbourne, Australia, two each; San Francisco, Ghent, Belgium, Kiel, Hamburg, Frankfort, Hanover and Breslau, Germany, one each.

Oscar Egg, who rides with Ray Eaton in Garden.

Walter Rutt, teamed with Willie Lorenz in "grind."

Out of all the continuous contests, Alfred Goullet has accounted for ten of them. Goullet won six of the Madison Square races, one in Paris, one in Chicago and one each in Sydney and Melbourne, Australia. Walter Rutt has eight wins to his credit, three in Madison Square Garden, four in Berlin and one in Frankfort, Germany. Reggie McNamara has won five races of continuous going. "Mac" accounted for two in New York, two in Chicago and one in Sydney, Australia, John Stol, the Hollander; Joe Fogler, the Brooklynite, and Willie Lorenz, the German, each have six wins. Stol won his races in Berlin, New York, Brussels and Frankfort, three in the first city and one each in the others. Lorenz came home a winner three times in Dresden and once each in Breslau, Berlin and Hanover. Fogler was on the winning team once in Paris and five times at Madison Square Garden. Carl Saldow, the German, won seven races, three in Berlin, three in Dresden and one in Hanover. Eddie Root, Jake Magin and Oscar Egg each have five wins, Egg winning his fifth in the recent Ghent, Belgium, race.

Fifty-seven riders have won one or more races — or have been on the winning team might be the better way to put it. The following table gives the standing of the "57 varieties" based on a tabulation that gives the winner five points; second man, three; third man, two, and fourth man, one:

Rider	1st	2d	3d	4th	Pts
Alfred Goullet	10	2	0	1	57
Walter Rutt	8	3	3	0	55
Reggie McNamara	5	4	7	0	51
John Stol	6	6	0	1	49
Willie Lorenz	6	3	3	0	45
Carl Saldow	7	2	1	0	43
Joe Fogler	6	3	1	1	42
Eddie Root	5	2	3	3	40
Jake Magin	5	3	3	0	40
Jimmy Moran	3	5	4	1	39
Fred Hill	3	3	6	2	38
Oscar Egg	5	1	1	1	31
Eddie Madden	3	3	2	0	28
Jackie Clark	4	1	2	0	27
Alfred Grenda	3	3	1	1	27
Floyd McFarland	3	1	2	0	22
Emile Aerts	2	3	1	0	21
Willie Coburn	2	3	0	1	20
Maurice Brocco	2	1	3	0	19
Bob Spears	2	2	1	0	18
Bobby Walthour, Sr.	2	0	3	1	17
Marcel Dupuy	2	1	2	0	17
Eugene Stabe	2	1	1	1	16
Harry Kaiser	1	2	2	1	16
Alphonse Spiessens	1	3	0	1	15
Marcel Berthet	1	2	1	1	14
Ray Eaton	2	0	0	2	12
Paddy Hehir	2	0	0	2	12
Marcel Buysse	2	0	0	2	12
George Seres	2	0	0	1	11
Francesco Verri	2	0	0	1	11
Archie McEachern	1	2	0	0	11
Peter Van Kempen	2	0	0	0	10
Charles Deruyter	1	1	1	0	10
Ernest Kockler	1	1	0	1	9
David Lands	1	1	0	0	8
George Leander	1	1	0	0	8
Otto Maya	0	2	1	0	8
Floyd Krebs	1	0	1	0	7
Benny Munroe	1	0	1	0	7

The following riders have scored five points by winning one first: Charley Miller, Frank Waller, Harry Elkes, Oliver Dorlon, Fritz Bauer, Cyril Vanhouwaert, Phillip Thys, Willie Arend, Leon Hourlier, Leon "Tricky" Comes, Paul Suter, Franz Suter, Frank Corry, Willie Spencer, Don Kinkham and Willie Techmer.

It is interesting to note that out of the riders in the above table, there are 12 in the race at Madison Square Garden. They are Goullet, Rutt, McNamara, Lorenz, Egg, Madden, Grenda, Coburn, Brocco, Kaiser, Spiessens and Eaton.

Reggie McNamara, who will pair with Alfred Grenda.

A Modern "One-Hoss Shay"

Dean Joseph Kennedy of the University of North Dakota Still Rides a Bicycle Thirty Years Old and Is Still Going Strong

By M. E. Bridston

OLIVER WENDELL HOLMES' wonderful "One-hoss Shay" "that was built in such a logical way, it ran a hundred years to a day," has nothing much on a two-wheeled equipage, resembling a bicycle, that has been used by Dean Joseph Kennedy of the University of North Dakota, Grand Forks, for nigh unto thirty years.

"And she's good for sixty years more at least," Dean Kennedy commented as he dusted off the saddle and squirted a little oil into the gears. This usually comprises the sum total of its annual overhauling. Of course its burden has been light, and there is the hope its joke will be easy (on the Dean). It is anticipated nevertheless that the ancient wheel will some day collapse like the old "shay." But Dean Kennedy rides on unconcerned. The bicycle, in spite of its age, is probably the reason Mr. Kennedy is so young, regardless of his years by the calendar. The bicycle must have become imbued with some of the youthfulness and substantially of Mr. Kennedy.

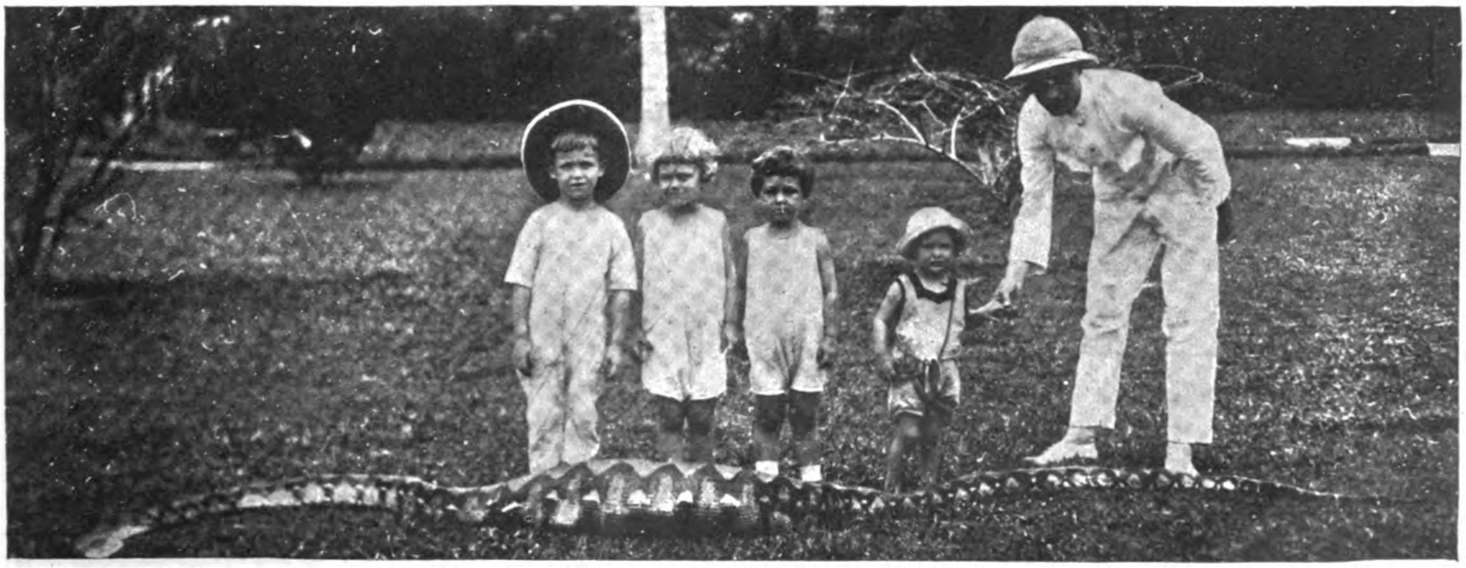
It is an old Columbia model, with iron construction throughout, except the tires, made probably by one of the old pioneers, who vowed he would "make each part as strong as the rest." At any rate no weak places have as yet been discovered, and with the exception of a few new tires it has needed little attention. Of course it is low geared, and requires fast pedaling to cover the ground at any speed, but as Mr. Kennedy pointed out, "benefits are thus greater as I get more exercise."

Dean Joseph Kennedy, of the University of North Dakota, who rides a bicycle that is 30 years old.

"I pity the man that is content to navigate in an automobile," Mr. Kennedy continued as he fondly caressed his "steed." "The thrill and exhiliration of sailing down the road on a spring morning such as we now enjoy puts me in prime condition for my day's work, and if the "wheel" survives as long as I do, I will continue to use it. If it doesn't I will buy another, but of course I will never get another as good."

Dean Kennedy purchased the bicycle in '92 for $100. In those days bicycling was quite a fad, both among men and women. Mr. Kennedy told of university students and faculty members going on week-end excursions on their "wheels," often driving 10 to 15 miles to the picnic grounds.

Bicycles come and bicycles go, but apparently Dean Kennedy's "wheel" will go on forever.



Other things than rubber trees grow on the great rubber plantations of the United States Rubber Company in Sumatra. This python was shot just after it had swallowed a goat left as bait at a tiger trap.

EISELE AND COCCIA WIN

New York City—Otto "Spots" Eisele and Anthony Coccia won the annual two-hour team race held under the auspices of the Unione Sportiva Italiana, Sunday, November 12, on Pelham Parkway, even though they were not leading in points. The team of Louis Benazzato and Fred Larrieu scored a total of 49 points, but inasmuch as they started five laps behind the field the judges decided first place could not be given this combination.

The team of Eisele and Coccia scored a total of 20½ points. Eisele scored the entire number of points for his team, but much credit for their victory should be accorded Coccia, who sustained a serious fall at the 38th mile, but after regaining his senses he again mounted his bike and relieved his partner several times, which enabled them to finish the entire distance of the race and thereby garner first honors. Nieminsky and V. Meola scored 14 points; Andy Pavera and J. Gallagher, 13; John Becker and L. Broglio, 11; Jack Visco and Ed Ciampaoli, 10, and E. Schnider and G. Sava, 8. The team of A. Benazzato and A. Bayonne, who scored a total of 19 points, also started five laps behind the field and therefore their points could not count in the results for the prizes.

C. R. C. A. RUN A HANDICAP

Brooklyn, N. Y.—A ten-mile handicap point race was held by the C. R. C. A., L. I. Division, on the Ocean Parkway, Brooklyn, Sunday, November 19. Only a small number of riders turned out, ten starting the race, the limit handicap being 3 1-2 minutes. Harry Hoglander was the winner in a very close finish with J. Tilgner and J. Caldwell. The three riders approached the tape almost abreast, Hoglander winning by about a foot. J. Tilgner and J. Caldwell finished so close that the judges disagreed on who was second and third. Tilgner was given second, but it will not be final until the photo of the finish is shown. It may be called a dead heat. The three riders started from scratch.

Although ten riders started only six finished, the other four dropping out after the fifth mile. The race was fast for the first five miles, but after that the riders were bunched and a steady pace was kept for the remainder of the race. The time was 25:50 for the winner.

Next Sunday will conclude the point race series. A ten-mile handiacp and half-mile scratch will be run. The points are so well distributed among the first five men that any one of them could win the series. The last races will be a hot battle for first honors. After the race twenty members rode to Forest Park, L. I., where they staged a football game. Two teams were made up among the riders and a very exciting game was soon in progress. Although they were not much as players there was plenty of action. No casualties were reported, so everyone had a thoroughly good time. The summary of the point race is as follows:

Pos.	Rider	Hdcp.
1.	Harry Hoglander	Scr.
*2.	J. Tilgner	Scr.
*	J. Caldwell	Scr.
4.	L. Werner	1:45
5.	J. Shad	1:45
6.	F. Zierow	Scr.

---

*May be tied.

GOOD CROWD AT RACE

Jersey City, N. J.—A large crowd of fans witnessed the races held by the Jersey City Wheelmen, Sunday morning, November 19, on the Hudson County Boulevard. The feature race, a five-mile open, was won by Edward Bogan, a new rider in the club; John O'Halloran was second; Francis Kenny, third; William Mollica, fourth; Norman Dorn, fifth; Charles O'Hara, sixth, and Louis Fay, seventh. A three-mile handicap was also run and was won by William Mollica; Charles O'Hara was second; Francis Kenny, third; John O'Halloran, fourth, and Norman Dorn, fifth.

Point standing for autumn championship: William Mollica, 42 points; Charles O'Hara, 39; Edward Bogan, 26; William Wohlrab, 20; John O'Halloran, 16; Herbert Jones, 15; Francis Kenny, 14; Norman Dorn, 6; Charles Hansen, 5; Jack Hendershot, 4; Otto Niclaus, 2; Al Van Cott and John Bruns, 1 each.

FALKENBERRY WINS FLORIDA RACE

Miami, Fla.—Walter Falkenberry won the Fort Lauderdale to Miami race for seniors on Sunday, November 12. Marion Hewitt was second and Anton Brice third. The time was one hour and twenty minutes. Pete Desiardines accounted for the junior race in one hour and twenty-five minutes. Earl Falkenberry was second and Charles Penny third. Hewitt in the senior race led until within 30 yards of the tape, when an automobile swung into the road and blocked him.

B. C. W. RUN FINAL RACE

New York City.—The third and final race of the invitation series held by the Bronx County Wheelmen found a field of about fifty starters facing the gun and every Metropolitan club represented by a strong team. From Fordham Road they pedaled north to Mamaroneck and returned via the Concourse at 161st street. First one was in the front and then another, the final result ever in doubt. Trouble and weariness taking its toll of the weaker riders, the last two miles found a little more than twenty. Those twenty comprised the best road talent in the country.

Eugene Aickelin, the Bronx County Wheelmen's Ace, was returned the winner over his clubmate, William Stokes, who led Joe Schaefer, Acme Wheelmen, with William Heinsberg, last Sunday's winner, a close fourth. Otto Eisele was the first U. S. I rider to cross the tape, closely followed by Nick Moccio, unattached, and Adolph Blechert, B. C. W. Coupled with Aickelin's victory and the balancing support of his teammates—Stokes, Blechert and Osterhammel—the Bronx County Wheelmen won the final leg on the Cycle Trades Road Trophy of America, defeating by a large margin their nearest rival, the Acme Wheelmen. Neither the U. S. I. or the North Hudson Wheelmen succeeded in finishing a team. The order of finish was as follows:

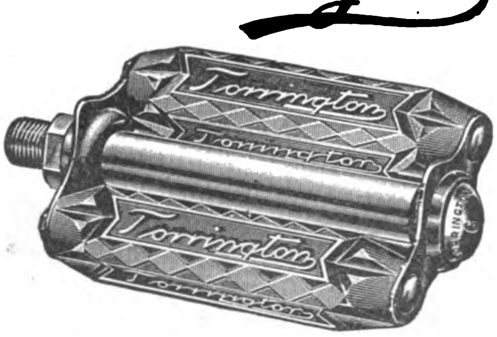
Pos.	Rider	Club
1.	E. Aickelin	B. C. W.
2.	W. Stokes	B. C. W.
3.	J. Schaefer	A. W.
4.	W. Heinsberg	N. H. W.
5.	O. Eisele	U. S. I.
6.	N. Moccio	Unat.
7.	A. Blechert	B. C. W.
8.	T. Volpe	Unat.
9.	F. Osterhammel	B. C. W.
10.	H. Schleissman	A. W.
11.	R. McConaghy	A. W.
12.	J. Becker	U. S. I.
13.	E. Jensen	Unat.
14.	E. Gianopoli	U. S. I.
15.	D. Corbett	A. W.

Distance, 30 miles. Time, 1:37:00.

Team Score—B. C. W., 1-2-7-9 = 19. A. W., 3-10-11-15 = 39. U. S. I., 5-12-14-16 = 47.

Club Key—B. C. W., Bronx County Wheelmen; A. W., Acme Wheelmen; U. S. I., Unione Sportiva Italiana; N. H. W., North Hudson Wheelmen; Unat., Unattached.

No. 6 Torrington



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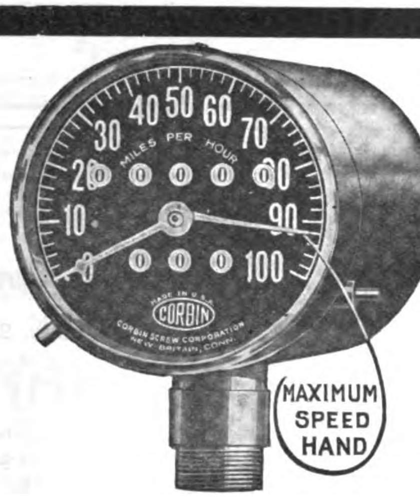

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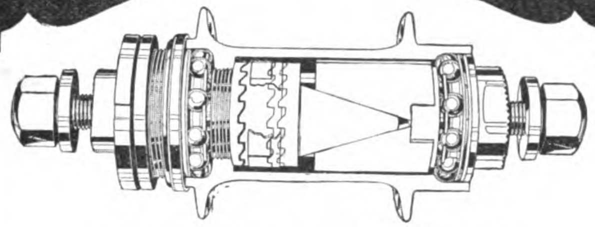

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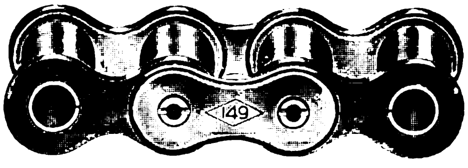
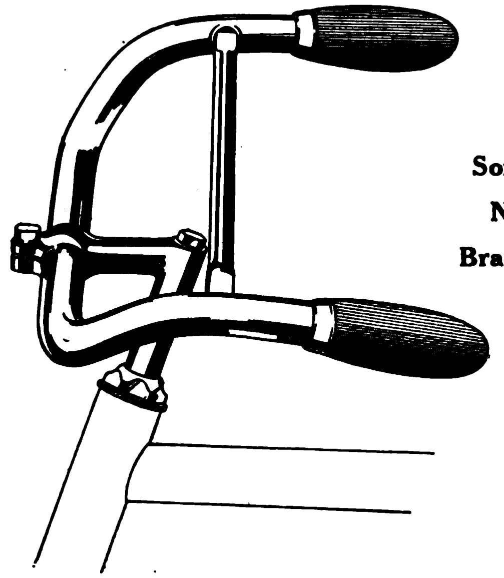


Reduced Prices Mean Big Values

The recent price reduction on DIAMOND No. 149 Chain enables every dealer to give his customers the best motorcycle chain in the world at a remarkably low price. You can now sell this celebrated chain at a price which not only meets all competition, but gives the rider greater value per dollar than ever before.

You'll find it profitable to carry a good stock of this chain—and push it NOW. Riders are buying chains —get your share of the profits. If your stock is low, re-order from your jobber, today.

Diamond Chain & Mfg. Co., Indianapolis, U.S.A.



Something New in Braced Bars

"Shelby Beauty" the younger brother of the Chicago Handle Bar Company's COMPLETE LINE OF 3 STANDARD BRACED BARS.

The new bar offers you everything you have found in the other two bars of our manufacture—except size. Beautifully turned out, made of our regular high grade tubing, strong and sturdy, and positively "anti-rattle." Brought out in response to a demand that riders might obtain a **standard braced bar for every purpose and model** in the line made by this company. It pays to insist on products of

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SHELBY, OHIO

Dealers' and Distributors' Directory

MOTORCYCLE CYLINDER GRINDING

We have installed the latest and most modern Cylinder Grinding equipment for motorcycle work.

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1917-22, 61 in. **pair $17.00**

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EXCELSIOR

1913-22, 61 in. **pair $17.50**

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1918-22 4 cylinder **set $30.00**

These prices include the regrinding and fitting of new pistons, rings and wrist pins.

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Aluminum Alloy or special Lightweight Cast-Iron pistons furnished at a slight additional cost.

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EXCELSIOR AND HENDERSON MOTORCYCLES
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BRIDGEPORT CONN.

Aeroplane Of The Road

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MOTORCYCLES

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Special Rates to Dealers

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Bicycle Racing Jerseys in Wool and Silkoline

All Colors
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Renold Chains—Sliding Extensions
Progressive Handle Bars
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Write for our 1922 Quotations
Few Territories Open to Dealers

TERMINAL CYCLE & SPORTING GOODS CO.

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New York City New York

AGENT

Indian Motorcycle
Evans Power Cycle
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Parts and Repairing

Flushing Motorcycle Exchange

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Telephone 498J

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If you want a racing Bicycle, this is the place to get it

Agent for
- **C. C. M. BICYCLE**
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Everything for racing men: Jerseys, Tights, Shoes, Renold Chains, Sliding Extension and B. S. A. parts.

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FOR SALE—"ATTENTION, MOTORCYCLE RIDERS!" Send for our "MONEY SAVING MESSAGE TO THE MOTORCYCLIST" (illustrated). It will save you money on accessories, tires, repair parts, etc. Many used parts, such as magnetos, transmissions, frames, at a big discount. Our Repair Department is at your service. Our large stock of Motorcycles, Motor Attachments and Bicycles, must be sold at once. Prices at less than half. Send for Big Bargain Bulletin. AMERICAN MOTOR CYCLE COMPANY, 2043-5 W. Chicago Avenue, Chicago. T.F.

EXCELSIOR RACER. Single cylinder, built special for racing purposes. Racing handle bars, forks and special motor. Extra fast, $50.00. Myerow Bros., 258 Columbus Ave., Boston, Mass. 1-5

PARTS FOR ALL MOTORCYCLES—Cheap. State your needs and we will send you money-saving prices. Get wise! SCHUCK CYCLE CO., 1922 Westlake Avenue, Seattle, Washington. 12-7

FIRST quality Non-Skid United States 28 x 3 Tires. $5.95. Myerow Bros., 258 Columbus Ave., Boston, Mass. 1-5

EXCELSIOR FRAMES. Brand new, $10.00. Excelsior gasoline tanks, brand new $5.00. These frames and tanks include 1913 to 1919 models. Myerow Bros., 258 Columbus Ave., Boston, Mass. 1-5

WANTED: Motorcycle repairman, one who thoroughly understands Harley-Davidsons. State experience and wages expected. Write Box 51, care Motorcycle & Bicycle Illustrated, 920 Broadway, New York City. 11-30

Advertising in these classified columns brings quick results at lowest possible cost. Not a week passes but someone writes us: "Change our ad; we've closed out the goods we've been advertising," or "we've got the man we wanted," or "we've got the job we wanted." Why not send us copy for your ad today—Now? Rates given in heading.

Address,
Motorcycle & Bicycle Illustrated
920 Broadway New York

TROXEL MOTORCYCLE SADDLES

300 Troxel Saddles, slightly damaged, complete and incomplete, **in good serviceable condition.** Willing to dispose of the entire quantity or part of it at best obtainable offer. Box 50, care Motorcycle & Bicycle Illustrated, 920 Broadway, New York. 11-23

DEALERS—Special closing out prices on parts to fit the X; H.D.; INDIAN and OTHERS. Accessories, tires, and tubes at prices that will astonish you. Send for special bulletin No. 3. MOTORCYCLE PARTS MFG. CO., 2030-36 Wabash Avenue, Chicago, Illinois. T.F.

DEALERS AND RIDERS ATTENTION—Here is your opportunity to unload your stock and convert it into cash. Wanted motorcycles and Sidecars. Also Cleveland lightweight motorcycles, Evans Powercycles, Johnson Motor Wheels and Bicycles. What have you? Submit your list of merchandise you desire to dispose of, together with their prices. AMERICAN MOTORCYCLE CO., 2043-7 W. Chicago Ave., Chicago, Ill. 1-11

SALESMAN FOR THE BEST TIRE VALVE INSIDE—A fast seller. A big profit for you to represent us locally. Write for Agent's price and sample. DURYEA CO., 260 State Street, Hackensack, N. J.

PARTS—New and Used, for Indian, Thor, Merkel, Miami, Pierce, Curtis, F-N, Royal Pioneer. All makes of Coaster Brakes. All types Eclipse Clutches. THE SUMMIT CYCLE CO., Jersey City, N. J. T.F.

SPECIAL NON-SKID BICYCLE TIRES. 28 in. First quality, made by the United States Rubber Co. $2.25 pair. Dealers write for quantity prices. Myerow Bros. 258 Columbus Ave. Boston, Mass. 1-5

The largest stock of Used Motorcycle Parts in the East. Parts for all make machines and sidecars. Our Prices are Right. A. Kopatonsky, 167 Spruce St., Newark, N. J. 12-21

FISK 28x3 NON SKIDS—$2.50 Dealers Attention:—These tires are absolutely fresh stock. No government or overseas stock. Special discount to dealers. MYEROW BROTHERS, 258 Columbus Avenue, Boston, Mass. 1-18

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Pin a Check, Money or Express Order for $2.00 to this advertisement ($3.00 foreign), fill out this blank, cut out and mail both to us for one year's subscription to

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920 Broadway, New York

We serve you from Stock or make up Steel Bearing Balls to your specifications.

Let us solve your Bearing problems. Our expert staff can aid you.

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Red Rear Signal Prevents Accidents

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BICYCLE DEALERS

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the Neverout Bicycle Lamp—the only oil lamp in the world guaranteed to positively stay lit.

Write for price today

Rose Manufacturing Co.
Bicycle Lamp Division
37th and Filbert Sts., Philadelphia, Pa.

IT IS NOT AN ACCESSORY
IT'S AN ABSOLUTE NECESSITY

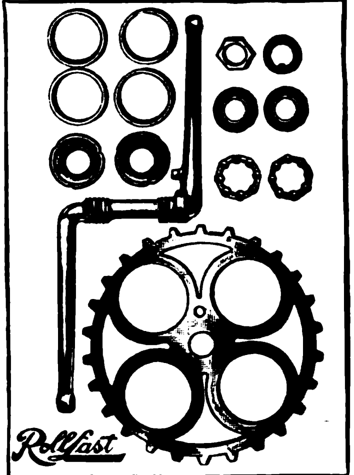
No rider should do without an

F-N BACK REST

It's a wonderful support for the back. Genuine leather—spring back—adjustable as to height—has a good clamp for each make of saddle—and costs *only*

$4.00 Each, Retail

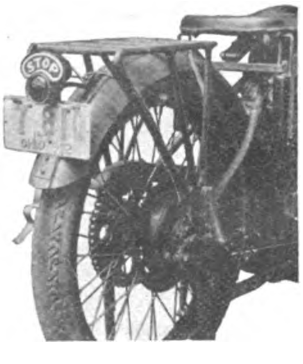
Fentress-Newton Mfg. Co.
DETROIT : : MICH.



ROLLFAST
Repair Hanger

Fits all bicycles where a one-piece hanger can be inserted in the frame bracket. Not necessary to carry any extra cones, cups or other parts. Each hanger packed neatly in box containing all necessary parts for doing a complete and thorough repair that any dealer may be called upon to do. Cups, cones, washers, ball retainers, balls and bushings in outfit.

D. P. Harris Hardware & Manufacturing Co.
99 Chambers Street at Church
New York City



Makes Profits
as fast as it makes friends

Your customer is sold when he sees the BOSS STOP SIGNAL. Every sale leads to another sale. Every motorcycle owner in your city is a prospect. Fits the tail lamp of any make of motorcycle. Works automatically. Write for our liberal agency proposition today.

A. H. BOSS & CO.
Freemont, Ohio

Genuine B. S. A. Fittings

TRADE MARKS

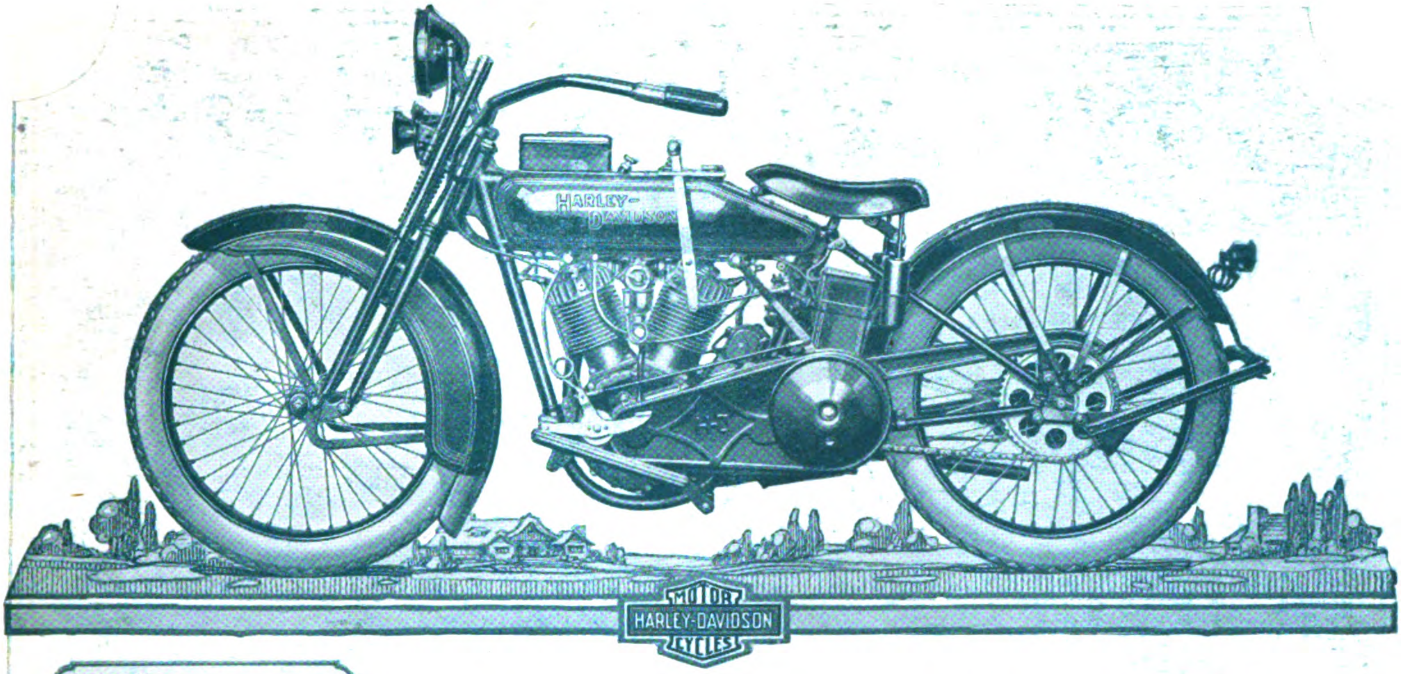
B.S.A.

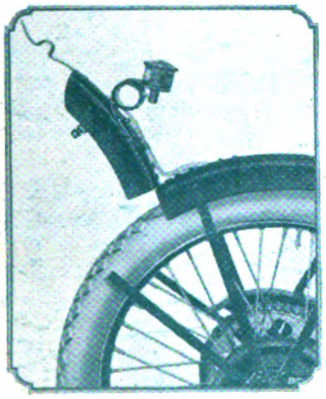
DEALERS

If you want every customer to be a satisfied customer sell him B. S. A. the Fittings which are

Perfect in Every Part

Jonas B. Oglaend, Inc.
154 Nassau Street New York





It's easy to change a tire with this hinged mudguard

LOOSEN two nuts and the end of the mudguard swings up on a strong hinge. When the axle nuts are loosened the rear wheel will lift up the guard and roll out by itself. It's all done easily and quickly and does not interfere with the tail lamp or license plate.

You *know* the convenience and value of this Harley-Davidson hinged rear mudguard if you ever changed a rear tire on a motorcycle with the old style mudguard.

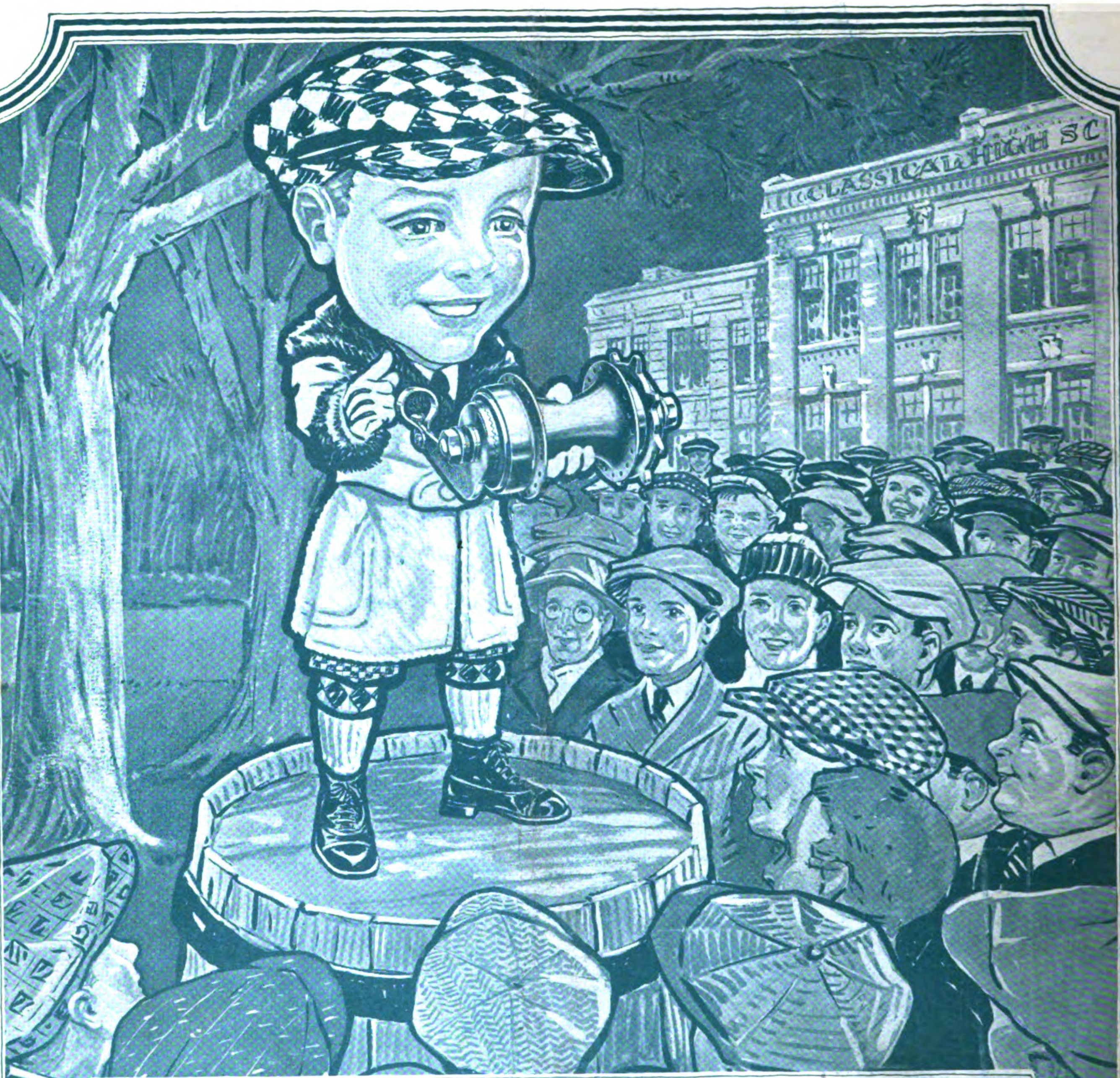
You *know,* too, if you're an old rider, the convenience of the new lifetime roller bearing driving hub and the new double-acting contracting brake and the seven other 1923 Harley-Davidson *increased* values, listed at the left. But until you accept your local dealer's invitation for a ride you won't know the big value of this 1923 Harley-Davidson at the new, *reduced* prices.

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.
World's Largest Builders of Motorcycles and Sidecars

See this and the other 9 Big Improvements at your local dealers:

1. Lifetime Roller Bearing Driving Hub.
2. Double-Acting Contracting Brake and Improved Braking Pedal Control.
3. Manual Ignition Switch with Automatic Warning Alarm.
4. Improved Double Plunger Oiler.
5. "Staylit" Shock-Absorbing Tail Lamp.
6. Larger Generator with Increased Charging Capacity.
7. ✓ Hinged Rear Mudguard.
8. Improved Silchrome Exhaust Valves.
9. New Improved Valve Springs.
10. Improved Sidecar Wheel Design.

1923 HARLEY-DAVIDSON
The New World's Champion



"Every young feller loves Class—in his best girl, his clothes, or his bicycle.

"Here's where New Departure comes in. Some Class to its handsome design, its mirror-like polish, its wonderfully clever mechanism with no flimsy parts to break down. It is built for a long life of work. It never disappoints, it never fails. That's real Class, isn't it fellers?"

Specify the always popular New Departure on bicycles you order. Stock this "brake that brought the bike back" for the replacement end of your business, and you will please your customers.

THE NEW DEPARTURE MANUFACTURING CO.
BRISTOL, CONNECTICUT

Motorcycle and Bicycle ILLUSTRATED

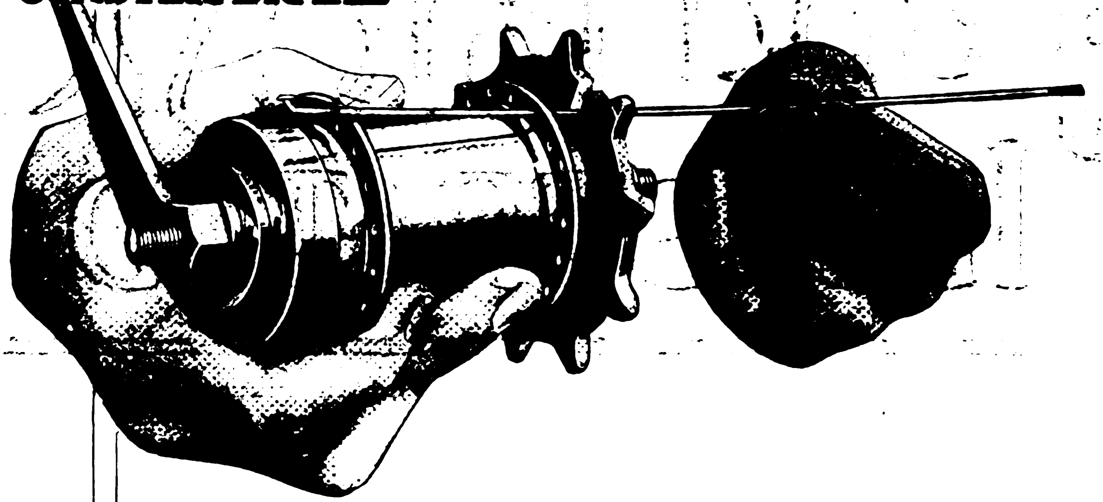
America's Greatest Cycling Magazine

A SCENIC BIT IN ROCKLAND COUNTY, N. Y.

FIFTEEN CENTS NEW YORK NOVEMBER 30, 1922

Morrow
STURDY, SURE
COASTER BRAKE

Contributors to
1922 National
Bicycle Publicity
Campaign



Time-Saving—Labor-Saving

The new and exclusive MORROW slotted sprocket

NO LONGER is it necessary for repairmen to tear down the coaster brake assembly just to replace a spoke in the rear wheel! The MORROW slotted sprocket enables you to insert a new spoke from *left* to *right* or from *right* to *left* THROUGH the rear sprocket, without even removing the chain!

Replacing a spoke is now a matter of a few minutes instead of an hour. The saving in time and labor is a *cash saving* to you or your customer.

MORROW design throughout is of the same high standard as the labor-saving slotted sprocket. Greater braking surface, more ball bearings, simple, accessible design have been MORROW practice for years.

Your customers want the MORROW brake. It is *good business* to supply their demand.

Ride a Bicycle

ECLIPSE MACHINE COMPANY
ELMIRA, NEW YORK

Motorcycle and Bicycle Illustrated
America's Greatest Cycling Magazine

Vol. 18 November 30, 1922 No. 48

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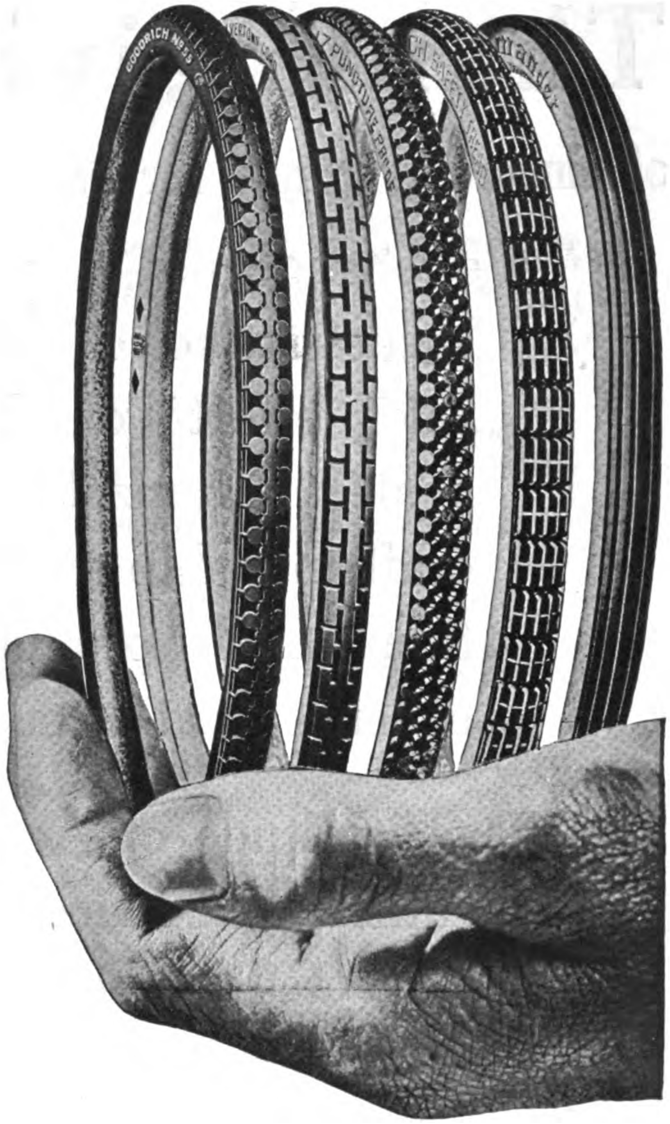


These Five Goodrich Tires Meet All Demands

You want a steady tire business—the man who buys and then comes back and buys again.

You want new tire business — the man you have not seen before.

Steady business comes from selling the nationally known GOODRICH line.

New business comes from being in position to meet all demands of all markets at all prices. Five Goodrich Tires *meet* all markets.

Handle the complete GOODRICH line and
—reduce your stock
—increase sales
—make quicker turnover
—find selling easy
—cut out complicated bookkeeping
—attract new business

Consult us for complete details

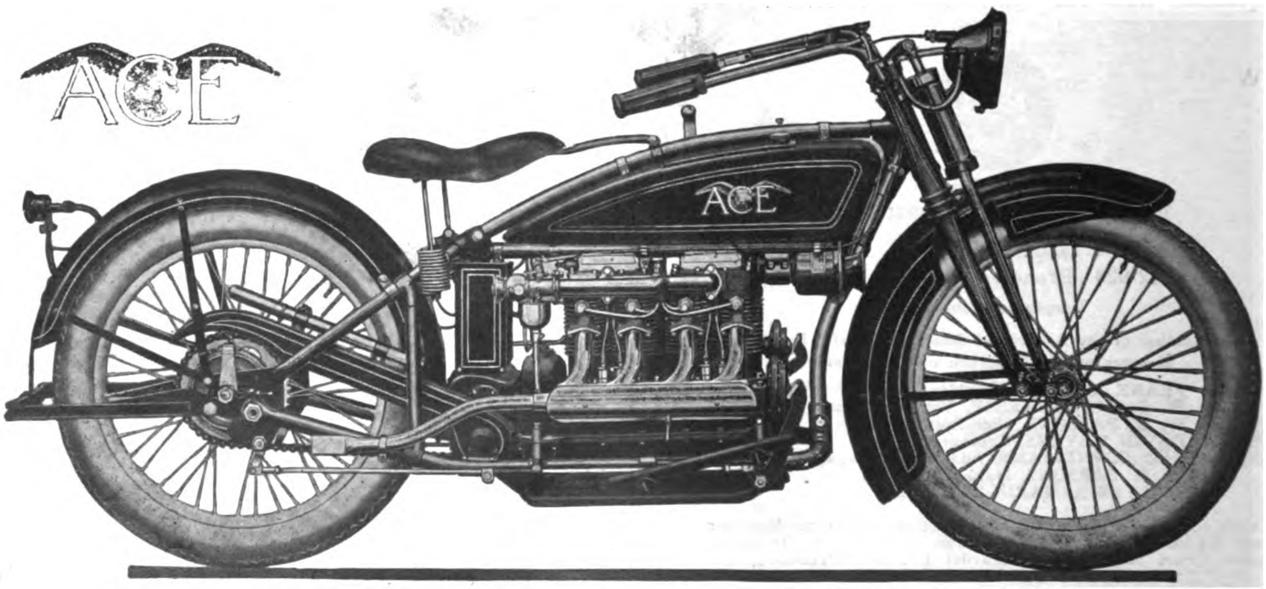
THE B. F. GOODRICH RUBBER COMPANY, *Akron, Ohio*

Goodrich
Bicycle TIRES
"BEST IN THE LONG RUN"

Thanksgiving Day, a time of sincere gratitude for harvests reaped and benefits bestowed

We are deeply thankful for the substantial success which has rewarded the enthusiastic sales efforts of the rapidly growing Ace dealer organization — and for the skilled craftsmanship of the Ace factory organization which produced the mechanical excellence that brought about such success.

The gratitude of Ace owners, built upon the satisfying service and responsive might of perfected four-cylinder power, is an influence of incalculable value to the dealers from whom they purchase their machines.



Oakland endurance run three hundred forty miles of dirt roads through mountains and canon. Only Ace sidecar entry. It was Roy Artley's outfit which had covered eight thousand miles previous to this run and it was a perfect score.

ACE MOTOR CORPORATION

2201 E. ERIE AVENUE
PHILADELPHIA, U. S. A.

Motorcycle and Bicycle ILLUSTRATED
America's Greatest Cycling Magazine
Volume 18, No. 48
November 30, 1922

Get on the Band Wagon

It Is Going to be a Great Show—No One Can Afford to be Unrepresented at National Exhibition Next February

SHOW Manager A. B. Coffman has already received numerous applications for space in the National Motorcycle, Bicycle and Accessory Show which is to be held in the 69th Regiment Armory in New York, February 12 to 17, 1923. Space will be allotted in the order of application.

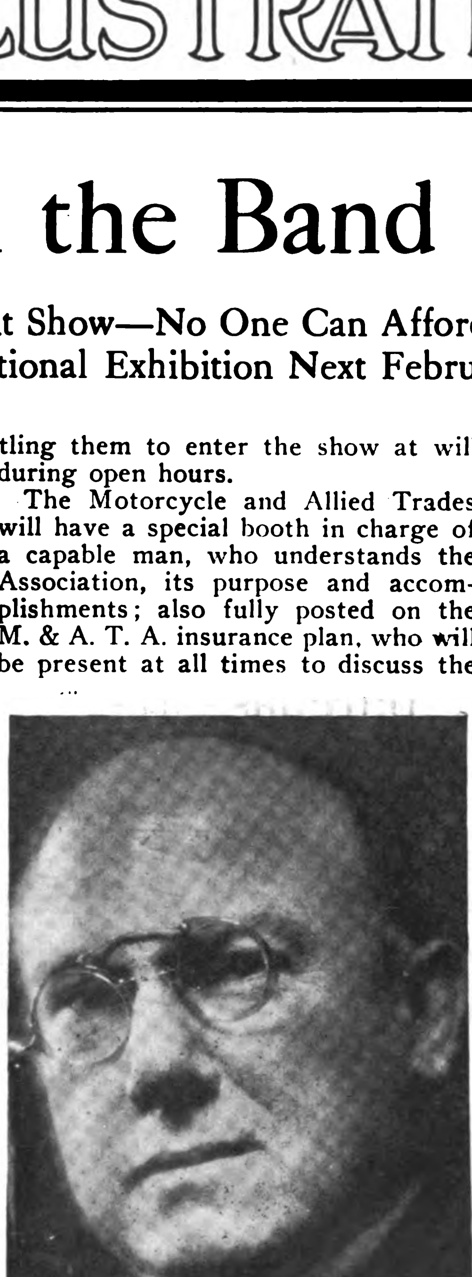
The enthusiastic support that is being given the show committee by all factors in the industry insures the show being the biggest and most interesting in the history of the cycle trade.

"The Whole Story" about the show, and space application blanks have already been mailed, and it behooves every manufacturer and distributor who wishes to increase his business at small expense to return the signed application promptly.

With the attractions at this show the manufacturer of motorcycles, bicycles, velocipedes, coaster wagons, etc., is given a wonderful opportunity to place his goods before the individual user as well as the dealer, and such advertising is indeed valuable, to say nothing of the business.

Arrangements have been made for a large booth, which will be known as Registered M. & A. T. A. Club Booth. All Registered M. & A. T. A. clubs in the Metropolitan district will be invited to have at least two representatives at this particular booth, where they can meet riders from their particular section and interest them in their club. These club representatives will be furnished badges, the same as exhibitors, jobbers and dealers, entitling them to enter the show at will during open hours.

The Motorcycle and Allied Trades will have a special booth in charge of a capable man, who understands the Association, its purpose and accomplishments; also fully posted on the M. & A. T. A. insurance plan, who will be present at all times to discuss the Association and insurance with interested dealers.



E. ST. ELMO LEWIS

Who will address the dealers at the banquet to be held during the National Cycle Show.

Mr. E. St. Elmo Lewis, who will be the speaker of the evening at the dealers' banquet to be held in connection with the National show next February, is known as an inspirational as well as an informing speaker. He has an international reputation as one of the leading American advertising experts and is the author of a number of merchandising books, among them being, "Efficient Cost Keeping," "The Credit Man and His Work," "Creative Salesmanship," "Financial Advertising," and "Getting the Most Out of Business." He is also editor of the Lewis Bulletins, and editor of "Marketing."

Mr. Lewis is now vice-president of the Campbell-Ewald Company of Detroit and manager of the New York office. Among his other business activities, he is a member of the Council Chamber of Commerce of the United States, member of the American Philosphical Society, member of the National Economics Society, member of the American Academy of Political and Social Science and member of the Americal Sociological Society.

Mr Lewis will have something to say worth hearing. He doesn't talk in generalities. He gets down to the brass tacks of the problem under consideration. For several months he has been studying the cycle industry and its problems. The result is sure to be an address that no dealer can afford to miss.

With *the* Trade

WESTFIELD SUPPLIES SAFETY REPRINTS

Westfield, Mass.—The Westfield Mfg. Co. is supplying all dealers handling Westfield made bicycles with an attractive reprint of the statement of President Louis F. Butler of the Travelers' Insurance Co., to the effect that bicycles are the safest of all vehicles. The reprint is designed to be displayed in the show window, and stickers are supplied with it. The reprint is taken from MOTORCYCLE AND BICYCLE ILLUSTRATED of Sept. 28.

PORTUGAL MOTORCYCLE MARKET

Washington, D. C.—Commercial Attache Charles H. Cunningham, Madrid, reports that owing to the high cost of motor cars, American motorcycles of the small and inexpensive type are finding a good market in Portugal. Two well-known American makes are in evidence, most of them being equipped with sidecars. Two well-known British motorcycles also are in use but are not so popular as the American makes. A motorcycle messenger and passenger service is maintained in the city of Lisbon as an adjunct to the taxi service, at less than half the latter's cost.

ACE PARTY IN WOODS

New York City.—Ed. Fish, Ace traveler, Chas. Mihalik, of the Yorkville Motorcycle Co., Ace dealers, P. J. Bailey of the Ace factory, and Walter D. Batterson, Harley-Davidson dealer of Corning, N. Y., have returned from a week's outing and hunting trip in the woods. The party travelled with three sidecar outfits, carrying guns, ammunition, camping equipment, clothing and camera supplies. Batterson and Fish had good success in bagging partridges. Charlie Mihalik tried his hand as a fur hunter and captured three nice pelts which he plans to have made into a luxurious set of fur gauntlets for winter riding. All three pelts came off the kind of little black Kitties that have white stripes down their faces, and when Charlie brought them in the rest of the bunch knew of his success long before they saw him.

FLXIBLE A BUSY PLACE

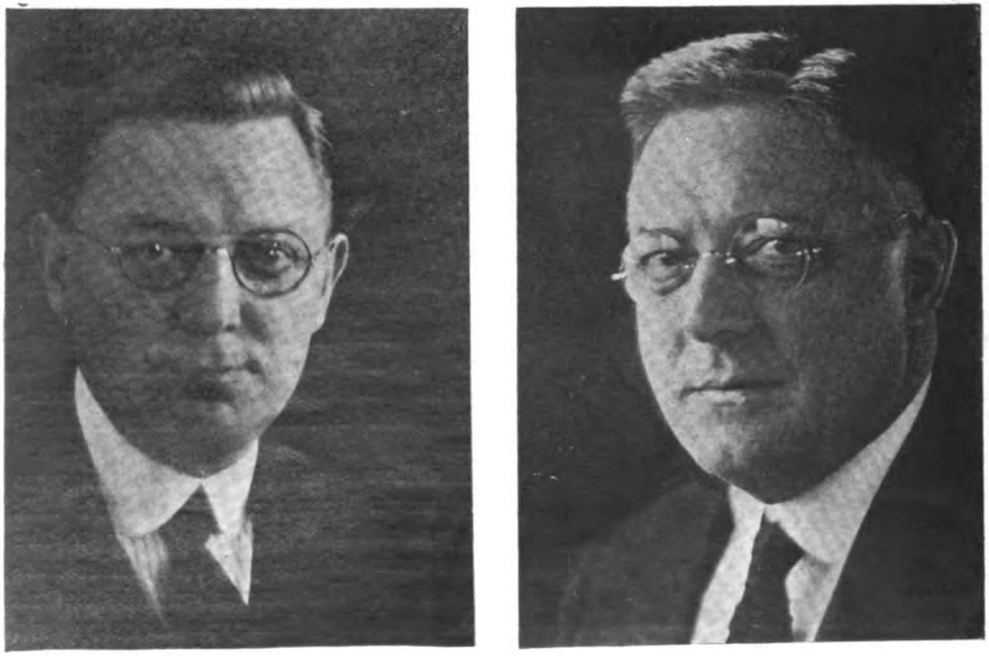
Loudonville, Ohio.—Chief Engineer W. G. Henderson of the Ace Motor Co., put in several days at the Flxible plant here last week, looking over the new Observer sidecar the Flxible Co. is building especially for the Ace. He was enthusiastic about the new car and predicted a big business for the Flxible Co. next season. President Hugo H. Young of the Flexible Co. is much gratified at the many successes of the Flxible Sidecar in competition events during the past season. In a sidecar race, much depends on the sidecar but this is often overlooked in reports of the events. President Young points to the fact that the greater part of the victories and records made in sidecar events during the past five years were made with Flxible sidecars.

A 60,000 MILE TROTTER

Erie, Pa.—Can anyone imagine a man with the energy, vitality, ambition to travel 60,000 miles a year and enjoy it. Because of his love in his work and pleasure in meeting his friends, who buy from him, W. J., "Bill" Surre of Erie, Pa., representing Corbin Screw Corp., Corbin Lock Co., Gillette Rubber Company, N. H. Brass Company, Manhattan Rubber Mfg. Co., Louis Rastetter & Sons and the Mac-Con Company does it and likes it. The word "represents" is hardly fair to Bill Surre, as he does more than that. He sells. No one is better known, no one gives better service and no one inspires confidence more than he does. The manufacturers are to be congratulated in having his services, and W. J. to be congratulated upon his ability to work with the enthusiasm that he does.

A NEW INDIAN POSTER

Springfield, Mass.—The Hendee Mfg. Co. has sent out to Indian dealers a handsome window poster in black and red entitled "Home For The Holidays," illustrated by a fine picture of the "boy" driving up to the old home on the farm for the Thanksgiving feast.



No, this is not a "twin picture," though they do look alike. At the left we have T. G. Andrews, new Indian traveler for Pennsylvania, and at the right, F. S. Long, whom he succeeds. Mr. Long will act as special factory representative

CONTINENTAL RUBBER PLANS FOR 1923

Erie, Pa.—"Our plans for 1923 are on a much larger scale than in many years" says Mr. A. E. Caldwell, Vice-President and Sales Manager, Continental Rubber Company, Manufacturers of Vitalic Bicycle Tires. We have had a fine business this year, and with the increased sales of bicycles this fall, the business has steadily grown, and it looks as if it will continue to grow for the coming three years at least. "We are making plans accordingly." A firm manufacturing quality products and with a crew of fighting salesmen and a live organization behind them, can put a product across and become leaders in their particular field. "This, the Continental Rubber Company is going to do with Vitalic Bicycle Tires," says Caldwell.

NEW HENDEE TRAVELER

Springfield, Mass.—Announcement is made by the Hendee Mfg. Company of the appointment of F. G. Andrews as Indian traveler for the Pennsylvania territory, formerly covered by Frank Long, who assumes the duties of Special Factory Representative. Mr. Andrews has had many years experience in sales work. He was for 7 years with Simpson Crawford in New York City, was in business for himself for four years in the same city, and represented the Burroughs Adding Machine for three years. During the World War he was with the Ambulance Service in the U. S. Army for two years. Since leaving the service he has been connected with the automobile industry in various capacities and which connection he leaves to take up his new duties with the Indian organization. Mr. Andrews has a splendid personality, is aggressive and his middle name is "Go-getter." The trade in Pennsylvania will enjoy knowing Mr. Andrews and he will bring with him a fund of ideas gathered from his past experience which will be to their mutual benefit.

GUTHRIE REPORTS FINE BUSINESS

San Francisco—Vern Guthrie, Pacific Coast representative for the Harley-Davidson Motorcycle Company, arrived in San Francisco November 20 after 45 days in Portland, Seattle, Vancouver, B. C., Spokane and Portland. "Harley-Davidson sales for the fall have gone far over my expectations," he declared. "With one or two exceptions dealers have sold a very much larger number of machines than they disposed of during the fall months of last year. We have already shipped out of the Portland warehouse more than twice as many motorcycles as we sent out for the fall months last year, up to the same date. The Motorcycle & Supply Co., of Portland, Ore., has disposed of twice as many 1923 machines as they had disposed of 1922 machines, at the same date last year." While in Spokane, Guthrie booked an order from the Hirsch Cycle Co. for a carload for Seattle and another carload for Spokane. On returning to San Francisco, Guthrie found that the warehouse was bare and he had to wire for another carload of motorcycles for San Francisco. Both he and Mrs. Guthrie are ardent motorcycle fans. On leaving San Francisco for Southern California, they will travel by motorcycle and sidecar, stopping at Stockton and points in the San Joaquin Valley on their way South. They plan to spend the winter, traveling largely in the Southland, and enjoying the great outdoors.

SHARP LEAVES HENDEE

Milwaukee, Wis.—Hugh Sharp, who has been traveling for the Hendee Mfg. Co. in the Mid West, has resigned.

MUIR JOINS HALL LAMP

Kenosha, Wis.—James A. Muir, former sales manager for the Victor-Corcoran Lamp Co., of Cincinnati, has joined the C. M. Hall Lamp Co., of Kenosha, Wis. He will look after the jobbing trade.

NEW DEPARTURE OPENS MERIDEN PLANT

Meriden, Conn.—At 7:00 o'clock Monday morning, November 13, the Meriden plant of the New Departure Mfg. Co. got away to a good start. A number of Meriden men who have been working on the various operations at Plant A, have been transferred to Plant D.

J. LAKE'S NEW CONCERN

New York—J. Lake, Jr., formerly of the Lake-Erb Co., has organized a new company under the name of J. Lake, Jr., for the manufacture of a self-aligning speedometer bracket, a new device he has recently patented. The company offices are at 405 East Fourth street, New York City.

LEE TO SUGGEST LAWS

Los Angeles, Cal.—Tennant Lee, president of the National Cycle Dealers' Association, has been named as one of the members of a committee to suggest changes and improvements in the California motor vehicle laws. The committee meets at the state capitol at Sacramento.

HE TAKES 'EM TO BED

New York.—"Never let a day go by without getting at least one order," says Thomas Robbins, Eastern traveler for the Seiss Co., of Toledo. Robbins says he eats, sleeps and dreams horns, and no one who listens to him talk horns will doubt the statement. We had a call from Robbins the other day, and he almost sold us a gross of rooters before he left. No wonder he has doubled his business in the past six months.

FOREIGN TRADE CHANCES

Washington, D. C.—Information on the following foreign trade opportunities will be furnished by the Bureau of Foreign and Domestic Commerce, Department of Commerce:

Agency desired in Hungary for motorcycles and bicycles and ball bearings. Quotations, c. i. f., Hungary. Opportunity No. 4267.

Motorcycle accessories are desired by Australian party. Purchase and agency desired. Payment, cash in New York. Opportunity No. 4318.

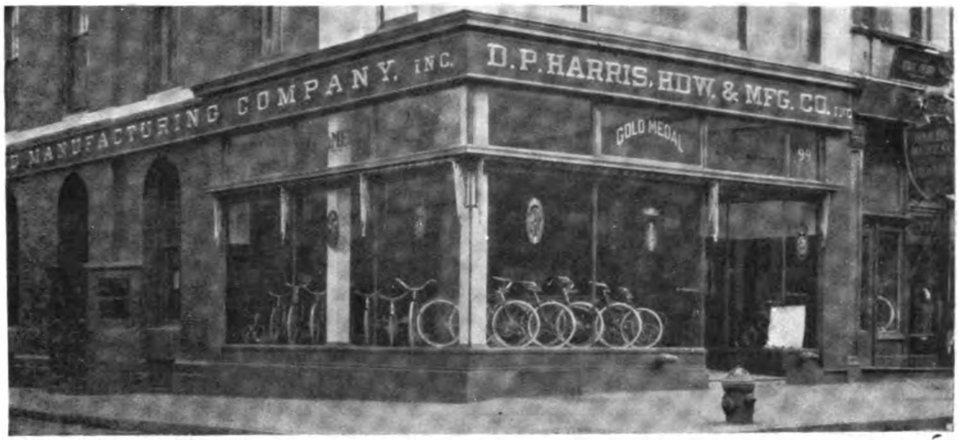
Motorcycles and accessories desired by Hungarian party. Purchase and agency desired. Quotations, c. i. f., Hungarian port. Correspondence, German, French or Hungarian. Opportunity No. 4321.

A mercantile firm in Sweden wishes to purchase bicycle and motorcycle chains, parts for motorcycles, etc. Quotations c.i.f. Swedish port. Reference. Refer to opportunity No. 2781.

A mercantile company in Syria desires to purchase sporting goods, bicycles and motorcycles. Quoations c. i. f. Beirut. Terms: 25 per cent. with order and balance against documents. Correspondence in French. Reference. Refer to opportunity No. 2837.

GENERAL BUSINESS IMPROVES

Washington, D. C.—The outstanding feature of October business conditions was the large increase in production in the basic commodities, according to a report just issued by Secretary of Commerce Hoover. The clearing up of the coal situation, it is stated, has enabled many mills to increase their operations. Dwindling stocks, delays in transportation and increased wages due to labor shortage, have combined to raise prices to a marked degree, it is found. The volume of business, as reflected in sales of mail order houses and chain stores and in bank clearings and debits, continued to increase, and credit has expanded to meet these conditions. Taken altogether, the Secretary points out, the statistical indicators reflect conditions decidedly in the upswing of the business cycle.



Attractive Store Front of the D. P. Harris Hdw. & Mfg. Co., at Church and Chambers Streets, New York City. All of the company's lines, the Rollfast, Blue Ribbon, Roamer, Gold Medal and Princeton bicycles, as well as the Rollfast velocipedes and scooters, are displayed in the windows

CUTS PRICE ON GASOLINE

New York City—The Standard Oil Company of New Jersey reduced gasoline one cent a gallon to 19 and 20 cents at various points in North and South Carolina.

WALTHOUR GOES INTO BUSINESS

New York City—Bobby Walthour, Sr., former American and world's motor-paced champion, has announced his retirement from cycle racing. He has gone into business as Pennsylvania representative of the New York Sporting Goods Company. Bobby, whose son is also a racing cyclist, has had a wonderful record as a racing man. He won the motor-paced championship of America in 1902 and 1903 and the world's championship back of the motors in 1904, at London, and 1905, at Antwerp, Belgium. He is also the holder of a number of world's and European records in that style of racing. Bobby has also scored wins in the Madison Square Garden six-day race. In 1901 he scored with Archie McEachern and in 1903 he won with Benny Munro. He scored in other races in America and Europe. With John Stol, Holland, he ran second in the Berlin race in 1910 and with George Wiley he was third in the Paris race of 1913. He has been credited with being perhaps the greatest all around rider that cycling has ever produced. But Bobby believes that it is time to hang up the racing togs, so hereafter he is going to see dealers in the Keystone State and point out why certain bicycles are good. He is still young, he says, in spite of all the hard raps he received. Since his return from Europe many old friends of Walthour have called on him at the offices of the New York Sporting Goods Company, 97 Chambers Street, New York, and congratulated him on his youthful appearance. As Pennsylvania representative for this house, he will handle Pierce, Victor, Blue Ribbon and Stag bicycles; Hartford, Palmer Armstrong and Stag bicycle tires, and various well-known bicycle and motorcycle parts and accessories.

Bobby Walthour, Sr., who has abandoned track racing for the business race

GAS TAX FOR ROADS

Passage of legislation imposing a tax of two cents a gallon on gasoline to provide funds for construction and maintenance of roads will be recommended to legislatures of eleven Western states, it was agreed by the Western Governors' Conference at San Francisco, Cal., last week.

WE'LL BITE, WHY ISN'T IT?

O. J. Oberwegner, Davis salesman, is always asking questions, more or less wise. His latest is: "Why isn't the lightning bug ever accompanied by thunder?"

BICYCLES IN JAPAN

At the close of 1921 there were 2,051,104 bicycles registered in Japan, the Motorcycle and Cycle Trader, of England states.

HARLEY-DAVIDSON WINS

In the championships of the Motorcycle Club of Nice, France, Fossat, Harley-Davidson mounted, won in the 1000 c. c. class.

Hascall Leads Jersey Club

By E. B. Holton

ALLAN HASCALL is making a runaway of the solo championships of the New Jersey M. C. The popular dealer-president has copped three firsts and one second so far with his Harley-Davidson. He has 5 points to his credit with two more events to be held.

The sidecar championship is still anybody's. Preston Wilson and W. J. Mosher, Jr., Harley-Davidson, are both tied with 10 points each. Wilson scored heavily Sunday when he won the slow hill climb and placed fourth in the climb for least variation in time.

The endurance contest was abandoned due to a late start caused by the writer. The alibi is perfect—bum gasoline.

Instead, the riders went to Saw Mill Hill outside of Pompton Plains and measured off 714 feet of that rock-strewn hill, set up the timer and put the contestants through their paces. The start was on a "hair-pin" turn and so was the finish, which in addition had a loose sand surface.

First event was a timed hill climb, two trials and least variation won. Allan Hascall played wise, he rode a steady pace, with an eye on the speedometer. With the needle glued at 14 miles per hour all the way his first ride over the hill was 44.06 seconds and he matched this with a 44.1 ride the second time, a variation of 4-100ths of a second. Al M. Terpening, riding Ace solo, was second with two pretty rides. The first was 39.36 and the second 39.74 seconds, a variation of .38 of a second. Al Neuhaus, Indian Scout, was third with a variation of .98 of a second. Neuhaus is riding his first competition and is making good performances for a novice. A. J. Webb, Ace solo was fourth with a variation of 2.09 seconds, while R. J. Williard, Ace solo, was fifth with 4.43 seconds variation.

In the sidecar trials Jack Neis, Harley-Davidson, was first with two rides that varied 7-100ths of a second. Bill Williams, Indian Chief, was second with a variation of .14 seconds. T. A McLoughlin, Harley-Davidson was third with a variation of 1.05 seconds. Mack made two fast and consistent rides.

It was William Ehlers with his Henderson de Luxe, who achieved the honor of the fastest climb. He made the trip up grade in 28.85 seconds but spoiled his consistency record with a 37.2 second ride on his second trial. The Hen had too much soup for the grade. Ehlers snapped his chain three times during the day.

The second event was a slow climb over the same course.

Webb lead off with a slow ride of 87.73 seconds. It was good for first place. Hascall made the journey in 81.75 seconds. Williard tried to travel more slowly and came to grief near the finish when he wobbled in the loose sand and fell. Terpening made a wonderful ride of 103.3 seconds, but was penalized for touching a foot to the ground twice. Neuhaus placed fourth and was penalized for touching with his feet.

The right way to make the test was to climb the grades with speed and ease off where the hill leveled for a short space. The winners did this and the losers didn't.

Preston Wilson, who can drive the slowest we have seen in some time, made a runaway of the sidecar event. He chugged upgrade in 136.2 seconds and watched competitor after competitor dig in in sight of the tape. Jack Neis made a fast ride and finished in 45.86 seconds, the only other rider to cross the finish wire. Trimmer, who lasted the longest before stalling, was placed third. Mosher was awarded fourth, McLoughlin and Ehlers were given fifth place in a tie. Williams decorated with spruce boughs a la Santa Claus took seventh.

The remaining contests will be run off at an early date and Seidler's Beach will be the scene of the loose sand ride against time.

The treacherous slopes of Saw Mill Hill were first used in motorcycle competition in the 1916 Crotona Run. If any of the riders who slugged their way up the rutted grade in that run recall it, we will vouch that it is not improved a bit since Wally Stuart, club pathfinder, first cast an approving eye at its steep grades and hair-pin turns.

CROTONA RELIABILITY SCORES

FOLLOWING is a list of winners and their scores in the Crotona reliability trial of November 12, which was voted a huge success by everyone:

Solo, General—M. M. Seidman, H. D., 1,000.G.; Joe Stern, Ind., 1,000.G.; J. W. Hill, Ind., 1,000.G.; J. Fredericks, H.D., 998.G.; V. Brunzell, H.D., 994.B.

Sidecar, General—F. Yeo, Ind., 1,000.G.; Pass., Miss A. Nagler. A. Bernasconi, Ind., 994.S.; Pass., Miss A. Pettit. A. Steinfeldt, Hend., 989.B.; Pass., G. Maresco. J. Ostlund, Ind., 986.B.; Pass., S. Freeman. R. Pink, R.S., 859.B.; Pass., Miss V. Nagler.

Solo, Novice—V. Rasmussen, H.D., 1,000.G.; W. T. Schapow, Hend., 1,000. G.; I. C. Haagstad, H.D., 1,000.G.; A. S. Van Erde, Ind., 995.S.; M. E. Margolin, Hend., 994.B.; R. C. Miller, R.S., 994.B.; W. Heiden, H.D., 994.B.; T. R. Stubbmann., H.D., 993.B.; W. L. Merrillees, Ind., 993.B.; G. Nixon, Schi., 992.B.; W. R. Kraft, Ind., 987.; C. L. Cline, H.D., 983.; R. Stern, Schi., 952.; J. N. Martin, Ind., 920.; J. Larbarbor, Ind., 910.

Sidecar, Novice—H. Lundstrom, Ex., 998.(G), Mrs. F. Lundstrom, G.; A. Simberg, Ind., 997.(S), Mr. W. Brandt, S.; G. Dennett, Ind., 994.(B), Mr. C. P. Mills, B.; J. E. Olson, H.D., 993.(B), Mrs. J. E. Olson, B.; W. Wernlund, H.D., 992.(B), Miss B. Anderson, B.; B. Herman, H.D., 987., B. Hammarburg; H. Engler, Ind., 984., F. Nieves; W. Keating, Ind., 983., F. Winkels; F. Cessna, Ind., 982., G. Bley; L. Kirschner, Ind., 965., G. Grundig: A. Olsen, Ace., 933., A. Olsen; J. Viggers, Ind., 900., J. Viggers, Jr.; A. Stern, Ind., 849., G. Clapes; J. Polen, Ind., 790., P. Rick; S. Cohen, H.D., 684., A. Fingerman.

The following men were disqualified for being off the course: M. Rugar, T. Nelson, C. Boutelle, E. Schindler, R. Schweit, H. Herbold, H. Voichick, W. Olsen, F. Seaman, O. Knispel, W. Belsky, H. Reinhardt, A. Elliot, W. Boshes, N. Yuster, F. Maass, M. Blacksburg.

The Club held a "radio" dance Thanksgiving night, Nov. 30.

OH, HARRY!

SIR HARRY LAUDER may not know it, but he's joined the publicity staff of the William Fox organization and is boosting "The Village Blacksmith" at every performance by telling the following story:

"It was announced in Scotland," says Sir 'Arry, "that 'The Village Blacksmith' would be sung at a concert. Just as the singer was about to go on the stage, a husky individual appeared and asked him if it was true that he was to sing of 'The Village Blacksmith.'

" 'Sure!' answered the singer, 'Why?

" 'Well,' fidgeted the husky, 'I'm him and while yer singin', would yer mind tellin' 'em I sells bicycles?' "—New York World.

MOTOR
HARLEY-DAVIDSON
CYCLES

At the start of Boston to Chicago record run. Left to Right: Kendall Sanders, Harry Heldt, Bill Donovan, Fred Norquist, Larry Barry (Boston Globe), P. J. Sears, George L. Clift. Harold Kaskard sidecar passenger and "Usco" Ellis driving.

Ellis Makes Boston-Chicago in 49 Hrs. 45 Min.

GEORGE A. "USCO" ELLIS, driving an electrically equipped 74 cu. in. Harley-Davidson motorcycle, with Harold J. Haskard as a sidecar passenger, set a new record from Boston to Chicago last week by covering the distance between the two cities, 1,236 miles on the speedometer, in 49 hours and 45 minutes elapsed time. Actual driving time was 43 hours and 10 minutes.

The record breakers were checked out at Boston at 6.05 a. m., November 22, "Bill" Donovan, of the B. F. Goodrich Tire & Rubber Co., holding the official watch. It was cold and dreary. Here's how Ellis tells the story of the ride:

"We made wonderful time on the first leg of the trip. Springfield, Mass., a distance of 100 miles, was reached in 2 hours and 20 minutes. We were checked by W. H. Parsons, of Motorcycle and Bicycle Illustrated, when we hit the Forty-second street ferry in New York at 1.15, which was 252 miles from the start. We lost no time here. The ferry seemed to be waiting for us.

"Jes Campbell was waiting for us at Philadelphia. We clocked at 4.10 with the speedometer registering 334 miles. Jes and his crew led us to a lunch counter, where egg sandwiches and hot coffee certainly hit the right spot. Then they piloted us through the city and we headed for York, Pa. Everything went lovely until we hit Columbia, Pa., and there the bridge over the Susquehanna was open. We lost 45 minutes waiting for it to close.

"We reached York at 8.23 and found Harry O. Young and crew on the reception committee. Thanks, Harry, for that H-D highball. Again we were piloted out of the city and headed for Hagerstown, Md., where we were met by Lambert, the local Harley-Davidson dealer, who took us to a restaurant and we had the first real meal since leaving Boston. We spent an hour in Hagerstown and then Lambert piloted us out for our first real battle, the ride over the snow-covered mountains. We had been bucking a head wind all day and after sun down it became stronger, and in the mountains we ran into a snow storm. Our goggles were clouded by the fine snow and it was bitter cold. We lost considerable time, but arrived at Washington, Pa., at 7 o'clock next morning, where we had some hot coffee and rolls and were off for Wheeling.

CHECKING SHEET

City	Arrive	Depart
Boston	....	6.05 a. m.
Springfield, Mass.	8.25 a. m.	8:25 a. m.
New York	1.15 p. m.	1.15 p. m.
Philadelphia	4.00 p. m.	4.45 p. m.
York, Pa.	8.23 p. m.	8.23 p. m.
Hagerstown, Pa.	11.00 p. m.	11.00 p. m.
Cumberland, Pa.	1.30 a. m.	1.30 a. m.
Washington, Pa.	7.00 a. m.	7.20 a. m.
Columbus, Ohio	1.21 p. m.	1.21 p. m.
Richmond, Ind.	4.15 p. m.	4.15 p. m.
Indianapolis. Ind.	7.00 p. m.	9.00 p. m.
Danville	2.00 a. m.	2.00 a. m.
Chicago, Ill.	7.50 a. m.	....

"There were so many children in the road on their way to school that we had to drive carefully. At Wheeling we paused long enough to take on gas and were off for Columbus, Ohio. The wind was still bucking us. It was 1.21 when we checked at Ohio's capital, and as we were behind our schedule we went right through for Richmond, Ind., via Springfield and Vandalia, Ohio.

"All went well until we came to a sign which said the best road to Richmond was by way of Dayton. We took it in good faith and won't be caught again that way. It was a business proposition, designed to get people to drive to Dayton. The roads were rotten, and to get to Richmond we were compelled to make a detour of about 8 miles. In Dayton we stopped long enough to go to a drug store and ask the clerk to telephone E. J. Wright, of Richmond, and let him know we were on our way. He promised, but didn't do it. We noticed in Dayton, at the City Hall, a sign, 'The City That Cares.' It is incomplete. They should add the word 'Not' to it. From now on we will be skeptical of signs.

"Indianapolis was next. We left Richmond with a young army of pilots, and on approaching Indianapolis were guided through a detour by Paul E. Gott, who escorted us to his establishment, where we put in two hours resting and filling up on good things to eat. From Indianapolis we drove to Danville via Crawfordsville. It was 2 o'clock in the morning when we reached Danville. We found a lunch counter open and got some coffee, but couldn't find a garage or filling station open. Finally we got a policeman to help us out and were on our way again. It was bitter cold. Our faces were cracked and bleeding, and lips twice the natural size. At Roseville we were at the limit of our endurance and pulled into a garage at 3:45 a. m. and put in an hour warming up. Chicago was 135 miles away when we left Roseville and we checked in 7:50,, pretty much all in, but with a new record at our belts.

"We had no mechanical trouble of any kind. The worst that happened was the loss of a nut from the sidecar, which we replaced at York, Pa. We had no tire trouble. I doubt if we could have repaired a puncture if we had one, we were so cold. Our equipment was U. S. Traxion Tread tires, Exide battery, Johns-Manville speedometer and Brown spotlight.

PHILLY RIDER BREAKS RECORD

WILLIAM YARWOOD, sporting the colors of the Quaker City Cycling Association, of Philadelphia, clipped 23 minutes off the paced record from Jersey City City Hall to Philadelphia City Hall held by William Perry, of the Century Road Club of America, Sunday, November 26.

The elapsed time between these points stands now at five hours and seven minutes. Yarwood started from the Jersey City Hall at 9.30 a. m., being officially checked off by Al. Everhard, who, with O'Shaughnessy and William Perry, the last record holder, paced the Quaker City rider as far as New Brunswick. Something went wrong with the pacemakers' schedule at this place and Yarwood was forced to ride 25 miles alone before he was met by Vernal Newcomer, Marlan Newcomer and George Harr, some five miles above Trenton. In Morrisville additional pacemakers were waiting, but could not stand the strong pace set by Vernal Newcomer, the Pennsylvania State amateur champion and record holder of the 25-mile unpaced State championship. Below Trenton Charles Vagabond, a new rider, was stationed and gave a wonderful "pull" at intervals until City Hall, Philadelphia, was reached. All pacemakers but two were shaken off before reaching the finish of the run, giving some idea of the "hot" pace set by Yarwood.

Upon reaching Red Lion, located on the outskirts of the city, it was found that it was possible to ride the distance under five hours and the riders did not observe traffic rules and sailed through the "closed gates." At City Hall, Philadelphia, the official checking in was made by William T. C. Yorke and George W. Harley, officials of the Amateur Bicycle League of America, under whose sanction the run was made.

The first 25 miles, paced by Everard, Perry and O'Shaughnessy, was made in the fast time of one hour and five minutes. Finishing on a flat tire, punctured while riding on Broad street in Philadelphia, was the only accident to his equipment. He used a Pierce-Kramer racer, equipped with Palmer-Armstrong tires and he used an 87 gear. The Quaker City Cycling Association wish to extend through this valuable magazine their appreciation and thanks to all riders and clubs which assisted in making this record attempt a success.

A HALF A CENT A MILE

ONE of the cheapest trips known is that of a man who rode on a motorcycle from New York City to Los Angeles on forty gallons of gasoline and five gallons of lubricating oil. The distance is 3,368 miles and the running time for the trip was 179 hours and 28 minutes. The average speed was a little less than twenty miles an hour.

Taking the cost of gasoline at thirty cents a gallon and oil at $1 a gallon the total would be only $17, or about two miles for a cent. The motorcycle might have carried two people, which would make the transportation for each a quarter of a cent a mile. The cost for gasoline and oil clear across the continent was not as much as two first-class railroad tickets from New York to Buffalo, or the distance across New York State.

It is likely that within the next generation or two a cheaper form of power will be used than gasoline. Recent deposits of radium have cut down its cost. It is possible that with abundant radium deposits a piece of radium could be attached to an automobile or motorcycle in such a manner as to furnish power to make a trip across the continent at almost no exepense for power. If atomic energy could be developed and harnessed it might furnish power cheaper than gasoline at a cent a gallon.

The day may come when the cost of power for light transportation may be almost negligible.—New York Evening Mail.

153-MILE ROAD COMPLETED

The Arkansas-Louisiana Highway, 153 miles in length, and one of the finest roads in the South, is now completed and is open to traffic. The highway, costing approximately $3,500,000, was three and a half years in the course of construction.

DYCKMAN FERRY RUNS TO DECEMBER 17

THE Dyckman-Englewood ferry will continue operating its boats across the Hudson River until December 17, this year. The schedule will be half-hour headway until the close of the season. Owing to the increased popularity of this route with motorists the usual custom of closing the ferry on December 1 was abandoned.

MAGGIORE WINS TARGA FLORIO

Maggiore, the Italian motorcyclist, won the annual Targa Florio 1000 c.c. motorcycle race in Sicily. He was mounted on a Harley-Davidson. Faraglia, also Harley-Davidson mounted, was second, and the latter rider also made the fastest lap on the course. The race went over three laps of 67.1 miles and Maggiore covered the 201.3 miles in 5 hours, 49 minutes and 17 seconds. Faraglia was timed in 5 hours, 57 minutes and 26 seconds. Faraglia's fast lap was made in 1 hour, 51 minutes and 55 seconds.

NEW JERSEY PLATES READY

DISTRIBUTION of 1923 car registration plates and licenses will begin in New Jersey Friday, December 1. Motorists are requested by Commissioner Dill to get their plates and licenses as early as possible in order to avoid the annual rush between Christmas and January 1. Places in Newark, where plates and licenses will be distributed, follow: Office of Deputy Motor Vehicle Commissioner John H. Friend, Automobile Club, 343 High street; Motor Vehicle Department's branch at L. Bamberger & Co., and at Cole Motor Company, 894 Broad street, and the F. C. Huff Motors Company, 41 Central avenue.

GLIDERS MEET AT DAYTONA BEACH

H. M. WRIGHT, manufacturer of the Wright muffler, has branched out into aviation, and is actively interested in a glider meet to be held at Daytona Beach, Fla., the latter part of February. Mr. Wright is particularly interested in obtaining entries of gliders equipped with motorcycle engines. Invitations have been extended to the different motorcycle manufacturers and a general invitation is extended to any motorcycle rider who wishes to enter a glider. It costs between $75 and $100 to build a glider, exclusive of motor. The Daytona meet will be conducted by the Aero Science Club of America. Something like $20,000 in prizs is expected to attract a big entry list. There will be prizes for motorless gliders as well as for those with small motors.

Le Vack Springs *a* Surprise

By Our English Cousin

THE final important racing event of the present season took place at Brooklands track, October 21. This was the British Motor Cycle Racing Club's Championship Meeting, when all the cracks of the racing world competed for the honor of being England's premier speed merchants. Hitherto we have been so used to the big twins from your side being unbeatable that it was quite a surprise for the Harley-Davidson and the eight-valve Indian to finish behind an all-Britisher.

I said all-Britisher, but I was just a little out. True, the engine and the frame were the product of this tight little island, but it must be admitted right away that the machine which led the others round the huge track was fitted with a pair of Harley-Davidson forks and a Schebler carburetor.

The man who was responsible for this surprise packet was the redoubtable Bert Le Vack—he who used to make the Indians go some. As I think I have mentioned before, he is now the J. A. P. Company's exponent of speed, and marvelously well has he done since he first signed on under this firm's colors. Not only did he scoop the solo big twin championship last Saturday, but he also collared the big twin sidecar, the 250 c.c. solo, and the 350 solo races. Quite a handy bag for one day's work!

The 1,000 c.c. machine on which he secured the big twin classes was fitted with a side-by-side valve engine practically identical in outward appearance with the motor which is the standard production of the firm. It had a few little gadgets like a hot-air jacket round the induction pipe and a mechanical oil pump, but it was not in any way a freak.

All the championship races were five laps of the track (13½ miles), and Le Vack won the 1,000 c.c. race at an average of 92.75 m.p.h., which I have an idea is not by any means the limit of his machine's capabilities. A brace of Harley-Davidsons were second and third, these being ridden by C. F. Temple and T. R. Allchin respectively. Temple has had a good deal of bad luck lately, for he has had mishaps with his best engines one after the other. On this occasion, he actually had to use the crankcase of his eight-valve engine, with standard type cylinders.

Le Vack's best lap speed was in the neighborhood of 97 m.p.h., which, considering the strong wind which was blowing against him for a full half lap, was not so bad. He is a great believer in twist grip control (why it is not standardized over here is a mystery that no fellah can understand), and he had fitted a neat type of snubber on his forks to counteract the freedom of their motion over the bumpy surface of the track.

In the smaller capacity races, Le Vack made use of the single cylinder motor which he used in the T. T., *i. e.*, with overhead camshaft driven by vertical rotating shaft. He won the 250 c.c. race at 58.94 m.p.h., and the 350 c.c. race at 76.91 m.p.h., but in these events, again, there was no real need for him to push his machine to its limit

BERT LE VACK

The meeting was not without its thrills. In the big twin solo race, several of the riders, as they came past the spectators, took one hand off the handlebars and pointed meaningly towards a remote part of the track, out of sight of the crowd in the grandstand. What had happened was that George Brough, who makes one of our best known machines—the Brough Superior—had taken a toss. The ambulance was quickly sent off round the track, but by some miraculous chance Brough had escaped with nothing more serious than scraped leather clothing.

C. F. TEMPLE

He had been travelling at something like 100 m.p.h. on the fastest part of the track, with the wind behind, when his tire had gone flat, and, leaving the rim, had been cut clean in two as it jammed up against some part of the frame. Brough was, of course, brought off, and, according to someone who witnessed the spill, glided for some 100 yards at an elevation of about three feet above the track. He was not even shaken, but, as the seat of his trousers had suffered somewhat, he had to walk about for the rest of the afternoon wearing a long coat!

This was just one more instance of the wisdom of the B. M. C. R. C. authorities in making the wearing of a helmet compulsory. Without one, Brough would almost certainly have "caught a packet," and his experience is typical of nearly every case of speed smashes. Usually, after such a happening, there is a pretty considerable dent in the helmet, which is made, not of leather, but of many thicknesses of linen, stiffened and held together by shellac varnish. There is no brim to the helmet, so that, if the rider is thrown and scrapes along the ground, there is no tendency for the head to be jerked violently sideways, as would be the case if a brim caught in a rut in the ground.

WHY SOME DEALERS FAIL

A large manufacturer, who is always on the job, says that some dealers remind him of a country grocer, who when a prospective purchaser stepped into his store to buy a pound of sugar and said:

"Gimme a pound of ———."

But the grocer, who was sitting with his feet on the stove, interrupted him.

"I can't serve you just now," he said. "You'll have to call around sometime when I'm standin' up."

YANKEE MACHINES WINNERS

In the recent Spanish championships, American machines ran one-two-three in the 1000 c. c. class. Landa, Harley-Davidson, was first; Claramonta, Indian, second, and Mateos, Harley-Davidson, third. Ala, Indian, won the 600 c. c. sidecar event.

What Motorcycle Clubs *and* Riders Are Doing

AMERICAN CLUB REGISTERED

Chicago, Ill.—Certificate of registration No. 153 has been issued to the American Motorcycle Club of Brooklyn, N. Y., by Chairman A. B. Coffman of the M. and A. T. A.

BUTTRICK BACK IN THE FOLD

Chicago, Ill.—By a maority vote of the Competition Committee, H. P. Buttrick, of Atlanta, Ga., has been reinstated to the full privileges of a registered rider in the M. & A. T. A.

BAKER NOT ONLY ECONOMY HOUND

Pueblo, Col.—Edward Crentz, Neracar dealer, drove his Neracar to the top of the Royal Gorge and back, 112 miles on a gallon of gas and oil mixed. Some climb, too. 18 per cent. grade part of the way up.

Newark, N. J.—R. J. Willard of the Haverford Cycle Company wanted to see if it was all true so he hopped on and went up to Albany, New York and return, a distance of approximately 400 miles. Willard's time was better than 20 miles per hour and his fuel consumption less than four gallons of gas.

TAKES A NERACAR TOUR

Halifax, Nova Scotia—W. B. Bower has just returned from a trip on a Neracar, covering the Maritime provinces, a total distance of over 2,000 miles without any trouble or mishaps. He says she is sure a dandy and came through snow, mud, gravel and the kind of rough roads that are seldom encountered in more thickly settled parts and averaged 87 miles to the gallon of fuel. Mr. Bower represents the Eastern Bicycle and Motor Co.

YOKOHAMA CLUB RUN

Yokohama, Japan—A large party of motorcyclists belonging to the Yokohama Cycle Club recently enjoyed a pleasant run to Yaguchi Ferry. On this run a majority of the party rode Ace motorcycles, which are sold in that territory by A. M. Apcar & Company, the Yokohama dealers. Prizes were awarded for the outfits making the best appearance in the tour, and much interest was aroused throughout this section of the country by the event.

"BOULET-DE-CANON" BAKER

Paris, France—The prominence which is given to motorcycle and bicycle activities by the Press in this country is illustrated by the fact that a recent issue of "L'Echo des Sports," published in Paris, has a full column story on the front page with a halftone cut about Cannonball Baker's transcontinental ride. The French paper, incidentally, refers to him as "Boulet-de-Canon" Baker, which is an overseas version of "Cannonball" Baker. Another column on the front page also was devoted to news of bicycle races, relating the fortunes of Moeskops, Spears, Poulain, Egg and other stars.

RACES IN MOSCOW

Moscow, Russia—On August 27 and 28 several contests for motorcycles and bicycles were held by the Moscow Motorcycle Society in conjunction with the military and civil authorities. The best time for the distance of 556 versts (versts, 3,500 feet) for the highest powered motorcycle was made by the well-known Moscow motorcycle racer, Makhuria, who covered the entire distance in 10 hours, 28 min. and 12.2 sec. on a 7 h.p. Indian. Second place in this same class was taken by a young racer, a member of the Society, Sinitzin, also on an Indian machine, 7 h.p. in 10 hours, 54 min., 13 sec., and third place by Ziller on an Indian in 10 hours, 56 min., 55 sec.

PASS OUT MEDALS

San Francisco, Cal.—Several of the local riders have just added nifty-looking medals to their equipment, won for making perfect scores during the season just closed. The San Francisco Motorcycle Club gave a social evening at the Clubhouse to celebrate the presentation of medals to Captain Gene Herrel, Roy Ford, Dave Crommie and Edwin Christie, all of whom made perfect runs for the season. The Club's emblem in gold is engraved on a sterling silver shield on each medal. After the presentation, the entertainment committee invited everyone to the dining room where a feast of coffee and doughnuts finished the ceremonies. Although the official runs are called off until early spring, the weather permitting, there will be social runs right along.

GOING TO KEEP WARM

New York City—Clarence Loftes and John Kennedy, two Providence motorcyclists, are not going to worry about the price of coal. Loftes and Kennedy arrived here from Little Rhody on Monday night, November 27, on their way to Miami, Fla., via sidecar. They will spend the winter in the South. They began to think they had started too late when they hit a snowstorm from Bridgeport to this city on Monday.

REFEREE'S REPORTS MISSING

Chicago, Ill.—Referee reports for a number of events have not been received by the chairman of the M. and A. T. A. Competition Committee. As these reports are necessary to make the results of the contests official, referees are requested to forward missing reports to A. B. Coffman, 326 West Madison Street, Chicago, at once. Unless reports are received the events cannot be listed in the file of events for 1922. The following reports are missing:

May 27 and 28, 1922, Sanction No. 618, Endurance Run; promoted by New Jersey Motorcycle Club, Newark, N. J. Referee, Mr. E. A. Robertson.

May 30, 1922, Sanction No. 614, Race Meet; promoted by J. F. Kunce & Son, Loveland, Colo. Referee, Mr. G. N. Webster.

June 11, 1922, Sanction No. 666, Race Meet; promoted by Los Banos Racing Club, Los Banos, Calif. Referee, name not reported.

June 11, 1922, Sanction No. 664, Race Meet; promoted by H. R. Eppenstine, Yakima, Wash. Referee, D. Farnham.

June 11, 1922, Sanction No. 659, Hill Climb; promoted by Western Penn. M. C. Dealers Assn., Pittsburgh, Pa. Referee, Mr. J. W. Lawson.

July 2, 1922, Sanction No. 665, Hill Climb; promoted by Dayton Motorcycle Club, Waynesville, Ohio. Referee, Mr. Ray Eddy.

July 3, 1922, Sanction No. 679, Race Meet; promoted by C. L. Squibbs and John Simmons, Mt. Clemens, Mich. Referee. Mr. John E. Bice.

July 4, 1922, Sanction No. 685, Race Meet; promoted by Roanoke Racing Corp., Roanoke, Va. Referee, Mr. O. Lehr.

July 23, 1922, Sanction No. 700, Race Meet; promoted by H. E. Gamble, Kenosha, Wis. Referee, Mr. Thos. Fleiss.

Aug. 19 and 20, 1922, Sanction No. 730, Race Meet; promoted by Mr. Art Ross, Montreal, Canada. Referee, Mr. W. J. Humphries.

Aug. 20, 1922, Sanction No. 725, Race Meet; promoted by Quentin Roosevelt Post No. 1, American Legion, St. Louis, Mo. Referee, Mr. Robt. E. Lee.

Sept. 4, 1922, Sanction No. 747, Hill Climb; promoted by Grand Rapids Motorcycle Club, Grand Rapids, Mich. Referee, H. H. D. Langereis.

Aug. 31, 1922, Sanction No. 729, Race Meet; promoted by Larimer County Fair Assn., Loveland, Colo. Referee, unknown.

Sept. 10, 1922, Sanction No. 732, Race Meet; promoted by St. Louis Motorcycle Club, St. Louis, Mo. Referee, Mr. J. A. Peterson.

Sept. 13, 14, 15 and 16, 1922, Sanction No. 759, Races; promoted by Jackson County Fair Assn., Medford, Ore. Referee, unknown.

Sept. 15, 1922, Sanction No. 716, Race Meet; promoted by Mr. H. P. Murphy, Mt. Holly, N. J. Referee, Mr. Carl W. Bush.

GET OUT YOUR LONG-TAILED COAT

London, Eng.—The annual dinner of The Motor Cycling Club, Ltd., on December 7 will mark the twenty-first anniversary of the organization of the club. Captain W. H. Wells in sending out the dinner invitations says that some of the charter members will be present, and that President J. K. Starley, assisted by Mrs. Starley, will present the medals and trophies to those members who won them during the year. It will be ladies' night and evening dress will be worn.

RACING AT HOUSTON, TEXAS

Houston, Texas.—Ten thousand people at the Bellaire Speedway, November 6, in a program which included motorcycle and auto racing, saw Frank Spivey, by a thrilling last lap finish, win the 12-mile motorcycle event, nosing out Carl Paters, who had held the lead for most of the distance. The big feature of this race, however, was turned in by J. A. Mullendore, also riding an Indian. He got off at a bad start, losing fully half a lap at the gun, and by steady plugging he nosed out Kathcarte, of Dallas, for third place. The crowd gave him a big hand. Spivey's time for the distance on his Indian was 8.51.

SANCTIONS ISSUED

MIDNIGHT RUN

Dec. 31—Wallace Stuart, Toledo, Ohio. Sanction No. 783.

Jan. 1—Crotona Motorcycle Club, New York, N. Y. Sanction No. 794.

GOLDEN GATE CELEBRATES

San Francisco, Cal.—The Golden Gate Motorcycle Club which claims the largest membership in the West, celebrated its first anniversary on November 17. It has 136 members. Over 3,000 miles were covered on the club runs of the season just closed. Many of these runs were to hillclimbs, race meets, banquets and feeds at roadhouses, with chicken barbecues, as a frequent attraction. Many of the runs were tough going, through mud, and over mountain roads that presented many difficulties. The riders on their runs were were headed by Jack Cromwell, known to the riders better by his sobriquet of Jack Clifford, who is the Club's first lieutenant, and was the acting captain of all the season's club runs. Jack Clifford and Fred McCormick, perfect scores, won.

NEW JERSEY CLUB SCORES

Newark, N. J.—Following are the detailed scores of the fast and slow solo and sidecar tests held by the New Jersey Motorcycle Club. In the fast tests both solo and sidecar rode 50 yards, two trials, and the least variation in time won. In the slow tests each had two trials at 50 yards, any gear, and the total of the two trials counted.

FAST SOLO.—Allan Hascall, H.-D., 4.73-4.69, .04 of a sec. var. Al Neuhaus, Ind. Sct., 5.72-5.52, .20 of a sec. var. L. Wintsch, Ind. Std., 3.60-3.29, .31 of a sec. var. Harry Schnell, Ind. Sct., 5.51-5.19, .32 of a sec. var. Art Wintsch, Ind. Sct., 5.58-6.05, .47 of a sec. var. E. B. Holton, Ind. Sct., 4.59-5.19, .60 of a sec. var. Bob Pfaff, H.-D., 3.41-5.61, 2.20 of a sec. var.

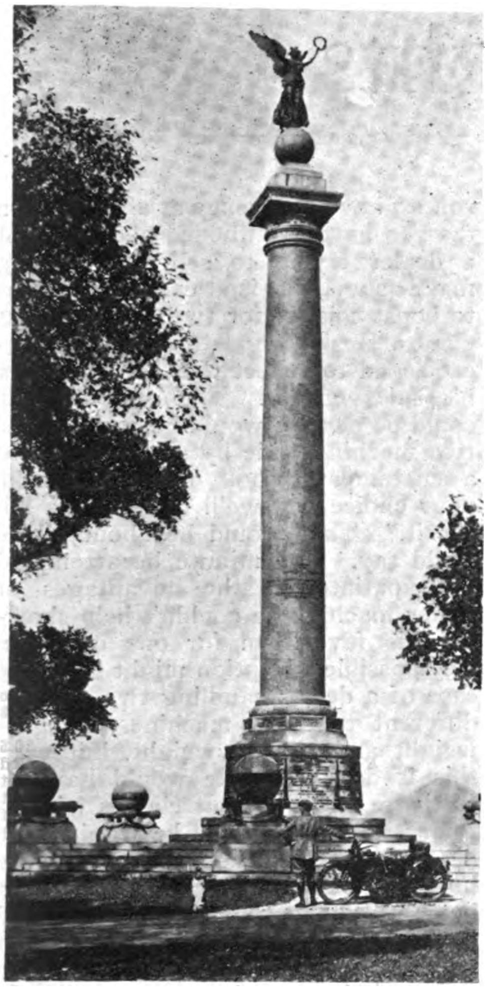
SLOW SOLO.—Allan Hascall, H.-D., 30.5-29.63, 60.13 sec. L. W. Wintsch, Ind. Std., 29.17-29.29, 58.46 sec. Al Neuhaus, Ind. Sct., 26.02-28.98, 55.00 sec. A. F. Wintsch, Ind. Sct., 20.12-30.51, 50.63 sec. H. Schnell, Ind. Sct., 21.00-28.70, 49.70 sec. E. B. Holton, Ind. Sct., 19.63-23.86, 43.49.

FAST SIDECAR.—W. J. Mosher, H.-D., 6.99-7.13, .14 of a sec. var. J. Trimmer, Ace, 5.75-6.01, .26 of a sec. var. Wm. Ehlers, Hen. De Luxe, 4.72-4.26, .46 of a sec. var. P. Wilson, H.-D., 4.81-5.42, .61 of a sec. var. T. A. McLoughlin, H.-D., 5.80-5.05, .75 of a sec. var. "Pop" French, Ind., 9.31-7.22, 2.09 sec. var.

SLOW SIDECAR.—P. Wilson, H.-D., 37.15-56.32, 93.57 sec. Wm. Ehlers, Hen. De Luxe, 35.48-45.80, 81.28 sec. W. J. Mosher, H.-D., 30.74-45.72, 76.46 sec. T. A. McLoughlhin, H.-D., 17.04-25.16, 42.20 sec. "Pop" French, Ind. stalled-53.11. P. Trimmer, Ace, 48.41-stalled.

MILWAUKEE TURKEY RUN

THE first annual Turkey Run of the recently organized Greater Milwaukee Motorcycle Club was staged Sunday, November 12. Smiling Frank Trispel came through a winner with a score of 998. There were thirty-one starters and they got away in 1-2-3 style at 8 a. m., each one determined to finish the 150 mile course a winner. Known controls were established at Watertown, Whitewater, and Ft. Atkinson, the latter control being the noonday stop for lunch. Most all the entrants checked in and out of these controls in good order, it being the secret controls that proved the undoing at Waukesha and Brown Deer. At Brown Deer the general complaint was a stiff wind blowing off the lake which so advanced their speed that most every rider checked in at this control ahead of time. In glancing over the list of entries, we find such names as Don Stephens, Assistant Sales Manager of the Harley-Davidson Motor Company; Adolph Waech, Milwaukee Neracar Dealer; R. L. (Jim) Clark, the Indian Dealer in Milwaukee; Wm. Davidson, Jr.; Louie Peterik, Milwaukee Harley-Davidson Dealer, and his good man Friday, Wallace Wrede; and Frank Trispel. Of all this classy field, Frank Trispel and Don Stephens were the only ones to get inside the prize list. Don captured third place with a score of 993. For winning this year's event Trispel received a big fat turkey, while Eugene Leister, second place winner, received a goose; Stephen's share was a duck, while C. E. Watson and John Romadka, who tied for fourth place, each got a chicken. To celebrate the success of this event the club staged a "Sponferkel" feed November 24. For those who do not know the meaning of "Sponferkel," let it be said it is German for roasting a young pig whole. Following are the names of the finishers and their scores: Frank Trispel, 998; Eugene Leister, 995; Don Stephens, 993; Chas. E. Watson, 992; John Romadka, 992; Ed. Grabowicki, 991; Gene Salentine, 990; F. Werderitch, 990; Art Christoph, 989; Joe Wieland, 988; Herbert Rieber, 988; Louis Koerner, 986; Wm. Knuth, 984; Wm. Marquardt, 983; Wm. Davidson, Jr., 968; Louis Henning, 966; Ed. Bundt, 964; Adolph Waech, 938; Louie Peterik, 928; Emil Heubner, 913; H. Minder, 911; Leo Allen, 862.



The Revolutionary War Monument at West Point Military Academy.

Ray Snood and Ernie Goldman starting the Milwaukee Turkey Run riders away early in the morning.

Ernest Di Simone, who is making a coast to coast tour with his Indian-Flxi outfit, reports all well as far as Las Vegas, New Mexico.

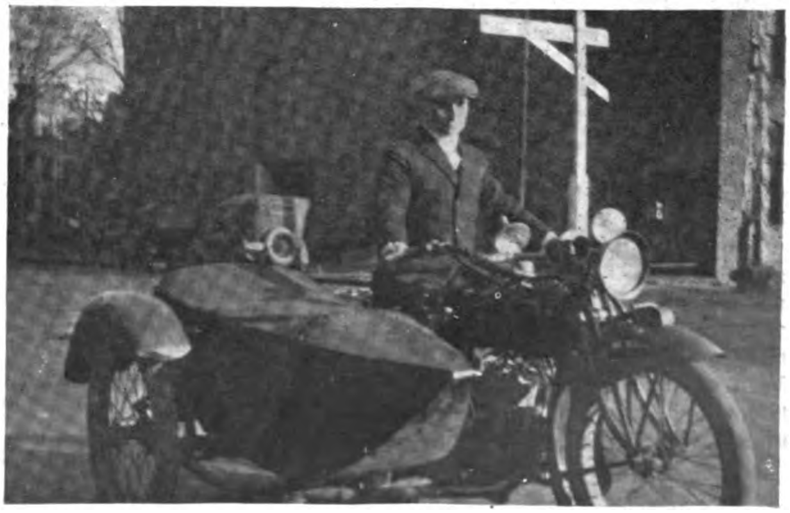
May Palmer Hawkins, wife of the famous portrait painter E. M. Hawkins and herself a landscape artist of note, recently purchased a Neracar from Cummins and Martin of Ithaca, N. Y., for use on her sketching trips.

EASTON FREE PRESS
SPECIAL SERVICE

The Easton, Pa., "Free Press" has substituted this delivery van outfit for two trucks formerly used to deliver papers to dealers.

G. K. Campbell, connected with the Italian concession in China, made the 70 miles between Tientsin and Pekin on the Reading Standard in 7 hours, and that's a record over there, for the roads are almost impassable.

The Rev. J. H. Taylor, who is on his way to the West Soudan, where he will do missionary work among the Mosi tribe, which numbers about 2,000,000 and is scattered over a territory of about 1500 miles in length, has taken an Indian sidecar outfit along for transportation.



Random Thoughts

By W. H. Parsons

REPORTS received from dealers in all parts of the country indicate that we are getting away from the idea that our business is a seasonal one, which is an excellent thing. It may be harder to sell motorcycles and bicycles in the winter months than in summer but a little extra effort will do it, especially if the dealer demonstrates by example that there is no necessity to hibernate during the cold weather.

* * *

ACCORDING to a statement in the Worcester, Mass., News, there is no love lost between the filling station men and the motorcyclists of that vicinity. The motorcyclists say the service station men "soak" them an extra price for gasoline and refuse them service whenever possible. The service men say the motorcycle riders are boistrous, profane and drive automobile trade away, and "anyway they only buy a gallon or two at a time." No doubt there are two sides to the story. That motorcyclists buy in small quantities, is not a legitimate reason for refusal to serve on the part of the filling station, but roughneckism is. It may not always be easy to keep an even temper when a filling station man sneers at the "piker" business of the motorcyclist, but nothing is gained by cussing him out. Keep smiling, be a gentleman. Let the filling station man play the rowdy.

* * *

A TRAVELER for one of the motorcycle factories said to me the this week: "The police departments of the country seem to think they should buy their motorcycle equipment for not over two-thirds the list price, when as a matter of fact considering the quality and service demanded of police equipment the price should be higher than list. Well, whose fault is it? You can't blame the department heads for buying as low as possible. If dealers and factories in their rivalry to obtain police orders so far forget good business as to eliminate all or nearly all of the profits in their bidding against each other, the purchasing agents cannot be accused of being poor business men when they take advantage of the situation. Motorcycles have become a necessity in police departments. If they can't get them at reduced prices they will pay the regular list price. Why not try a change of policy? Sell them strictly on merit. Some departments will doubtless prefer one make and some another but in the end the volume of business done by each factory will probably be pretty much the same as it would be at cut prices.

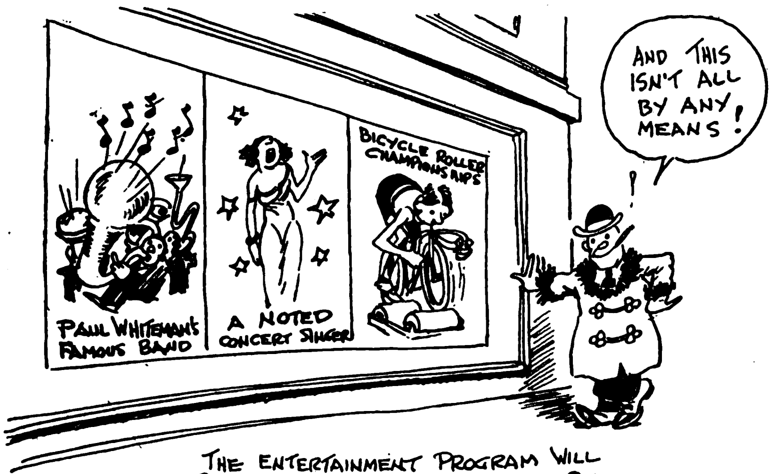
* * *

CANNONBALL BAKER'S bill of $15.70 for gasoline and oil consumed on his transcontinental jaunt with a Neracar will probably be joyfully O. K.'d by Sales Manager E. K. Gordon of the Ner-A-Car Corp. Covering nearly 3,400 miles of cross country going, all kinds of roads and all kinds of weather on 45 gallons of gasoline and a little over 5½ gallons of oil is certainly going some. Sales Manager Gordon can't be blamed if he uses big type and a lot of adjectives in telling about it. Baker has not only made a killing for the Neracar; he has given the whole lightweight field a big boost. The Neracar gets the direct benefit but indirectly all lightweight motorcycles will benefit from the increased respect Baker's performance will create for the possibilities of lightweight performance.

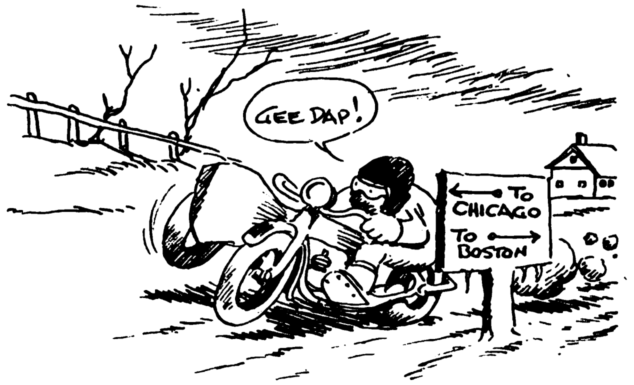
* * *

AN accessory manufacturer asked me the other day why it was that so many motorcycle dealers have agencies for two or more different makes of motorcycles and expressed a doubt about the ability of a dealer to do justice to all of them. The only reason I could give him for this condition was that the dual or treble agency situation was probably due to the fact that it was often easier for a factory not represented in a city to get the dealer handling another make to order a demonstrator than it was to establish an entirely new agency. As to his opinion that it would be difficult if not impossible for a dealer to give 100 per cent representation to two or more makes, I agreed with him. This multiple agency system is one of the serious handicaps of the motorcycle industry today. If a community is so small or if there are other clear reasons that more than one dealer cannot make a living in it, then it is too small for a dual agency. From the dealer's standpoint he should be able to make more money concentrating and getting all the business for one make of motorcycle; carrying one set of parts for replacements and devoting all his energy to pushing the good points of the machine he handles. From a factory standpoint it would seem better to have a dealer putting all of his sales effort on that factory's machine than to be dividing it with one or two others. It would be better, in the long run, to have no agency at all in a town than to have the divided allegiance of a dealer trying to sell a competing make as well. It isn't easy for a dealer to boost equally for two different machines. He is bound to have a preference, and to reflect that preference in his sales efforts. The only way he could be neutral would be to place the two machines side by side and say to a customer: "Look 'em over, make your choice and we'll make out a bill for it." That would be about all he could say. The minute he attempted to expatiate on the advantages of either machine he couldn't help showing his favoritism for one of them. The possible exception might be in the case of a dealer handling two entirely different types of machines, a lightweight and a heavyweight, but even this is doubtful. He would have to cultivate two different classes of customers and here again he would have his own preference to overcome. He might be either a lightweight or a heavyweight enthusiast himself, and he would unconsciously find himself making unfavorable comparisons in favor of the type he preferred. Motorcycles are not sold like dry goods, the customer being his own judge as to quality and value offered for the money and making his own choice as to fabric, color and price. Motorcycles are sold on the personal recommendation of the dealer as to the service they will render. A haberdasher can successfully sell twenty different kinds of neckties, in fact he must have variety for his customers to choose from, but the more variety a motorcycle dealer offers his customers the more difficult it is to induce the prospective buyer to make a choice. He will ask, "Which do you prefer?" Then the dealer must hedge and try to explain that the use the machine is to be put to will make some difference, if two different types of machines are under consideration, and if two machines of the same type are involved he must either take the neutral attitude that one is as good as the other or admit a leaning towards one or the other. Whatever he does, it will be harder to make a sale than it would be if he could keep his customer's mind on just one particular make of machine. The best that can be said for the dual agency is that the manufacturer is only half represented, and the dealer is probably getting no greater total volume of business than he would have with only one agency, and at a greater expenditure of sales energy.

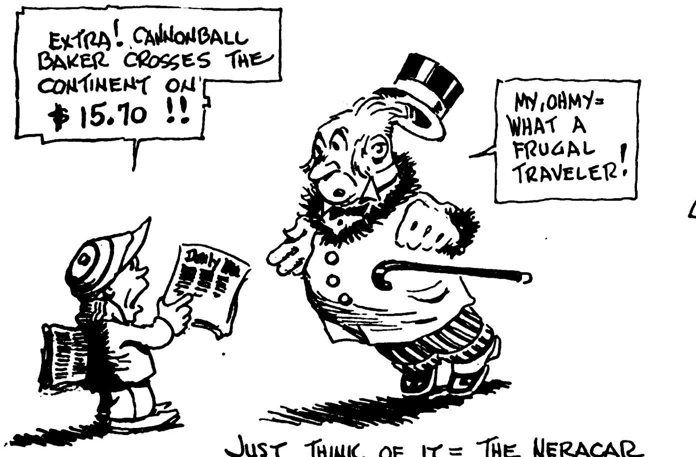
WEEKLY WHIRL of WHEELS


AND THIS ISN'T ALL BY ANY MEANS!
PAUL WHITEMAN'S FAMOUS BAND
A NOTED CONCERT SINGER
BICYCLE ROLLER CHAMPIONSHIPS

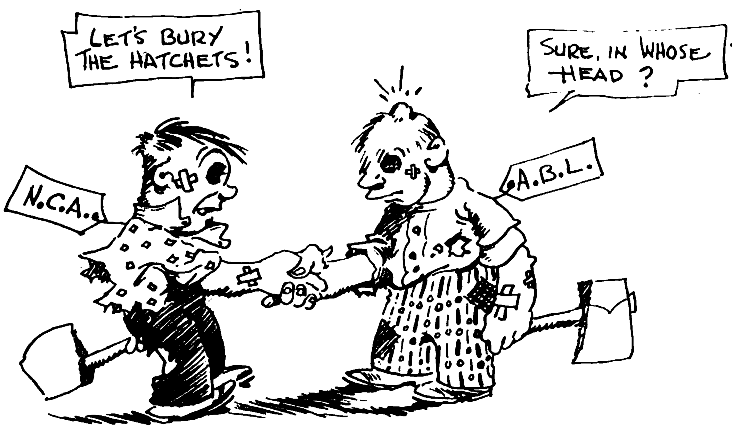
THE ENTERTAINMENT PROGRAM WILL BE A STRONG FEATURE OF THE CYCLE SHOW IN NEW YORK NEXT FEBRUARY


GEE DAP!
TO CHICAGO
TO BOSTON

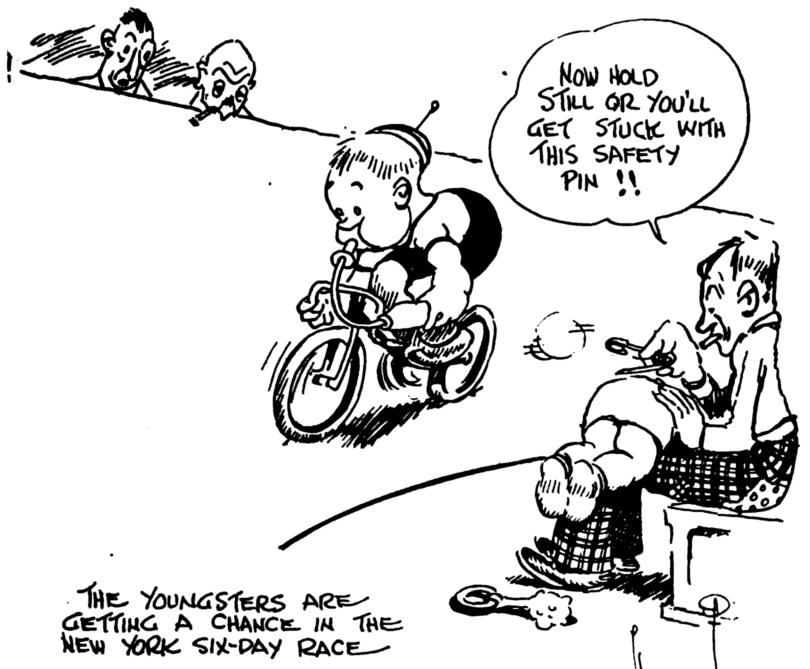
GEORGE "USCO" ELLIS MAKES A DASH FROM BOSTON TO CHICAGO FOR A SIDECAR RECORD. KINDA CONNECTING THE BEANS AND THE PORK, AS IT WERE


EXTRA! CANNONBALL BAKER CROSSES THE CONTINENT ON $15.70 !!
MY, OHMY= WHAT A FRUGAL TRAVELER!

JUST THINK OF IT = THE NERACAR BURNED UP $15.70 IN GAS AND OIL GOING FROM NEW YORK TO LOS ANGELES WHICH IS LESS THAN HALF A CENT A MILE

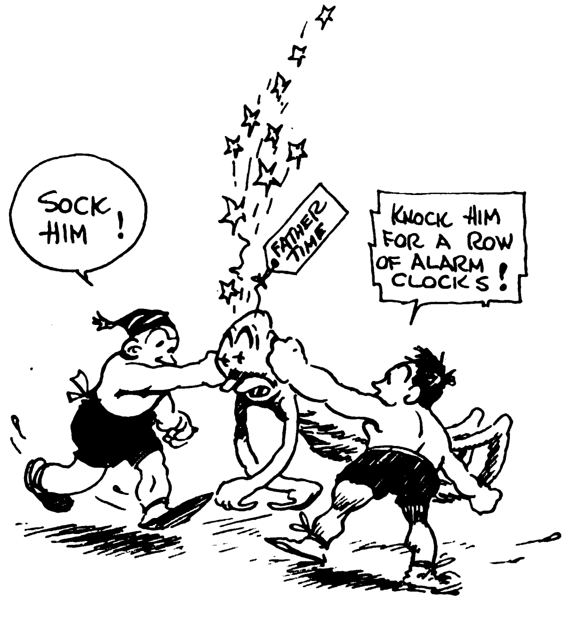

LET'S BURY THE HATCHETS!
SURE, IN WHOSE HEAD ?
N.C.A.
A.B.L.

NATIONAL CYCLING ASSOCIATION AND AMERICAN BICYCLE LEAGUE AGREE TO BE PALS


NOW HOLD STILL OR YOU'LL GET STUCK WITH THIS SAFETY PIN !!

THE YOUNGSTERS ARE GETTING A CHANCE IN THE NEW YORK SIX-DAY RACE

HOWARD FREEMAN


SOCK HIM!
FATHER TIME
KNOCK HIM FOR A ROW OF ALARM CLOCKS!

HARRY WAGNER AND HARRY HALLER OF THE C.R.C.A. PASTE POP TIME FOR A NEW JERSEY CITY TO PHILADELPHIA RECORDS = HALLER'S TIME WAS 6 HRS. 30 MIN. AND WAGNER'S WAS 6 HRS. 8 MIN.

Among *the* Dealers

BENNETT TRAINING COMING CHAMPS

Portland, Ore.—Wells Bennett has taken the Henderson agency for the Rose City, and is now coaching future transcontinental record-breakers on how to ride 'em.

ART BREAKS INTO PRINT

Rochester, N. Y.—When it comes to publicity you certainly have got to give Art Rochow, of Wagner-Dolph Co., the gold medal. The story of his recent trip to Denver with a Harley-Davidson sidecar outfit was published in a two-page write-up in the Sunday Rochester Herald.

BAKER NOW SELLING 'EM

Los Angeles, Cal.—E. G. "Cannonball" Baker has settled down to selling Ace four-cylinders and Neracar lightweights at his new store in Los Angeles. He says every machine he sells has record-breaking possibilities. It's up to the rider to do his part. He knows the machines are it, because he's proved it.

COMPLETES WESTERN TOUR

Hamilton, Ohio—E. S. Clark of the firm of C. A. Clark & Son, Ace dealers in this city, has enjoyed an extended tour of the West during the past summer and reports a most interesting and instructive trip. Clark & Son are popular with the motorcyclists of Hamilton and their store is noted for the good service it extends to visitors who come to Hamilton.

THE CIGARS ARE ON DAN

Muskegon, Mich.—Dan Raymond, one of the firm of the Raymond Motor & Cycle Co., Harley Davidson dealers at Muskegon, Michigan, slipped away from the store for a few days very quietly and toured over to Grand Haven, Michigan, where he married Miss Turner from Bristol, Tennessee. He surprised all the boys as nothing was said until Muskegon papers published that he was married at Grand Haven.

MOTORCYCLES IN WEST INDIES

Curacao, D. W. I.—The sale of motorcycles in these islands has proved an excellent opportunity for building up good business for J. P. Gorsira, who is the Ace dealer here.

Mr. Gorsira started his activity as a motorcycle merchant only last summer. He closed four sales immediately after obtaining his contract, and followed this up by energetic methods which rapidly brought business his way.

A CHANGE AT BATTLE CREEK

Battle Creek, Mich.—Mr. Hanselman of the Hanselman & Perry Co., Harley-Davidson dealers, has bought out his partner's interest in the business and has made several improvements since he has taken over the business. Mr. Hanselman claims that he has sold more machines up to the present time than he did all of last year, and from all indications this will be a better year for motorcycles than since they have been in business.

MINNESOTA TO LOS ANGELES

Jeffers, Minnesota.—Bert H. Pibbedeaux is on his way to California, where he will spend the winter. Mr. Pibbedeaux is riding a four-cylinder Ace motorcycle equipped with an extra Kay Bee spot light and a Corbin-Brown speedometer. He will keep account of all expenditures on the trip and expects to have information that will make impressive evidence of the economy of motorcycle travel by the time he completes his journey. His brother, M. W. Pibbedeaux, will act as Ace dealer in Jeffers during the winter, and Bert plans to assist him in sales work upon returning to Minnesota next spring.

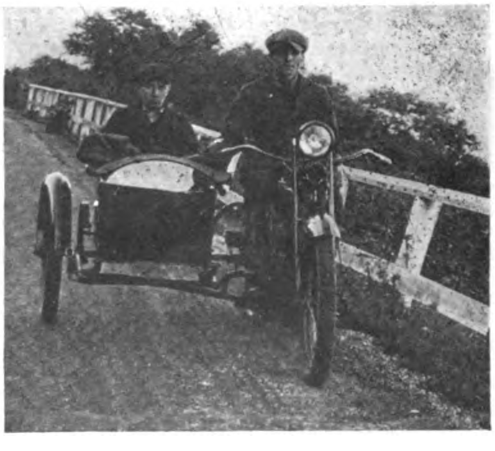
POPE PUTS ONE OVER

Indianapolis, Ind.—Spectators attending the Notre Dame-Butler football game on November 20, when emerging from the exists immediately after the game had finished, were surprised to be greeted with copies of the Indianapolis Times with full reports of the game they had just witnessed. The game was over at twenty-three minutes and thirty seconds after four o'clock and the presses were running the complete story at 4.24. Just as fast as they came off the press they were loaded into motorcycle sidecars and rushed to Irwin Field, where the game was played. This quick service by the Times was made possible through the courtesy of Don Pope, Indian dealer, who furnished this paper with five Indians for this purpose. .The drivers were O. L. Jolley, Bill Freeman, Indian salesman; Fred Dyer, George Hyatt and Henry Spangler.

GEORGE E. WOOD TO MOVE

New York—After being located over ten years on 110th street, New York City, George E. Wood, the genial proprietor of Harley-Davidson Sales Company, has been advised by his landlord to obtain new quarters on and after the first of the new year, as the site is to be improved with a 15-story apartment house. Mr. Wood announces with pardonable pride that he has obtained a long lease on a new building at the northwest corner of 125th street and Broadway, which is the uptown 42nd street of New York, being served by stations of all subway and elevated lines and also the N. Y. Central railroad. Hundreds of thousands of pedestrians—logical motorcyclists—will pass his doors daily going to and from the Fort Lee ferries to New Jersey, and motorcycles have precedence over autos in getting on board the Jersey ferries—they do not have to wait in line. The new building is going to open on the first of January, and the keynote is to be "Super Service Par Excellence," with the most up-to-date service station and classiest sales-floor in the country. With frontage on both of these populous streets—one the most famous street in the world—Mr. Wood intends to put up huge illuminated signs similar to those at his 60th street and Second avenue store, which bear the words "Harley-Davidson" in white letters on a blue ground. With three up-to-the-minute, logically located sales and service stations in New York City proper, Manhattan motorcyclists and visiting tourists are to be congratulated that such a far-seeing wideawake live-wire as George E. Wood heads the Harley-Davidson Sales Company.

Ray E. Garner and Hart Bowman, Indian dealer at Wichita, Kansas, starting for a trip through the oil fields on a scout for prospects.



Fred R. Forkler, proprietor of the Rockland Motorcycle Sales Co., 132 Main St., Nyack, N. Y. "Doing fine, thank you," says Fred. "Sold five new machines already this fall. Pretty good for a new dealer."

POTTER PERKS UP

Syracuse, N. Y.—Geo. Potter, Syracuse, N. Y., dealer for Harley-Davidson motorcycles, is enoying an increase in business of more than 300 per cent. over the corresponding period for the 1922. George is completely renovating his store by painting walls, laying a new floor and installing new show-cases for the display of accessories.

SMITH INVADES SANDUSKY

Sandusky, Ohio—Mr. Geo. L. Smith, Harley-Davidson dealer at Castalia, Ohio, has opened up a motorcycle store at Warren & Reese Sts., under the name of the Sandusky Motorcycle Co Mr. Smith has sold Harley-Davidson motorcycles at Castalia for five years. He will operate both stores with a man in charge of Sandusky store. They have already sold three new outfits.

BETTER ROADS MEAN MORE SALES

Allegan, Mich.—W. E. Jackson, who sells Harley-Davidsons, has sold a new machine and sidecar to the Sheriff department of Allegan county. Road conditions in this part of the state have been very bad but the county has just completed one highway and Jackson looks forward to a profitable business in spring. He devotes most of his time in winter to the electrical business and in spring and summer he is out selling motorcycles.

ARTLEY SIGNS VICTORIA

Victoria, B. C.—James L. Camoran of this city has signed up with Roy Artley to sell Ace motorcycles in this section of British Columbia. Mr. Camoran had previously become keenly interested in the four-cylinder machine and had visited Seattle to inspect an Ace at close range before he got in touch with Artley. He is bringing lively enthusiasm and unlimited energy to the business of selling Ace motorcycles and is sure to prove a prominent factor in motorcycle trade of this district in this store.

ON THE TRANS-CONTINENTAL TRAIL

Albuquerque, N. M.—Simonson & Danielson of this city are among the firms whose interest in the sale of Ace motorcycles was initiated by "Cannonball" Baker's trans-continental ride on that four-cylinder outfit. Baker checked in at their establishment when hustling across from ocean to ocean, and they had an opportunity to look his outfit over and see how it was standing up under the ordeal. They obtained territorial rights not long after Baker's ride. They report a more promising outlook for 1923 than has been apparent for many years.

SELLING MOTORCYCLES IN CUBA

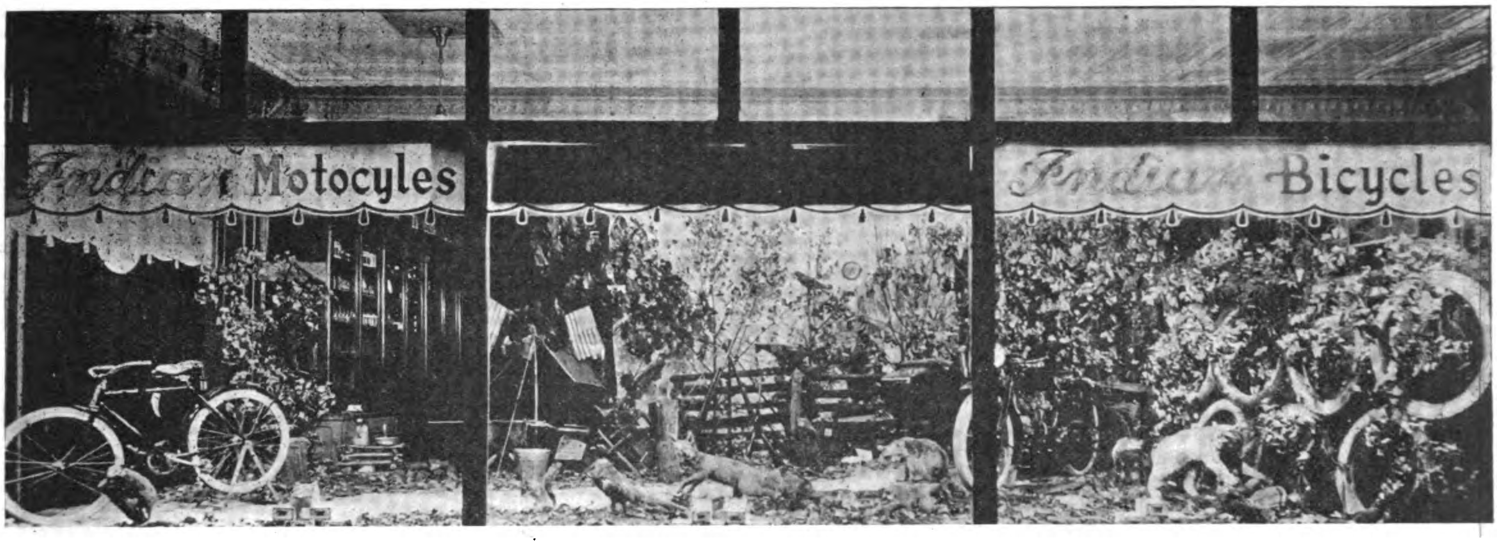
Camaguey, Cuba—As conditions have improved since the financial depression which afflicted business in this island so severely last year, the sale of motorcycles is reaching a more flourishing condition again. H. A. Boitel has obtained the Ace dealership in this city and has launched an active campaign for sale of new machines. The number of good roads in Cuba are being increased steadily, while the climate makes motorcycle riding an all-year-round recreation. Boitel's first order for two electrically equipped Ace motorcycles and a sidecar were met by a very cordial reception when delivered here.

COSENTINO BUYS OUT PARTNER

Seneca Falls, N. Y.—The firm of Waldo & Cosentino, which formerly sold Harley-Davidson and Ace motorcycles in this city, has concentrated to a one-man organization. Mike Cosentino has bought Waldo's share of the business and is now sole owner. Cosentino has decided to put all efforts on the Ace and will therefore sell this type of machine exclusively hereafter. Prospects are very encouraging for spring business in this section of New York State and Cosentino already has a substantial number of orders with cash deposits for Ace Motorcycles to be delivered in March.

NOVA SCOTIA BUSINESS

Dartmouth, Nova Scotia—C. Teasdale is closing arrangements to become Ace dealer in this part of Nova Scotia and has placed his order for a demonstrater to be shipped at once. Mr. Teasdale reports much interest in motorcycles in this province, and expects a good season for 1923. Road conditions throughout this section are not particularly favorable, but a high powered motorcycle, either solo or with sidecar, proves quite capable for prompt and economical transportation. One obstacle to motorcycle sales has been the extremely high customs duty.



Fall window display of George W. Gerker, Johnstown, Pa.

CHICAGO BUSINESS GOOD

Chicago—The Roosevelt Cycle Shop at 1239 Roosevelt road reports a good business at the new location.

LANG SELLS COMMERCIAL OUTFITS

Chicago—C. H. Lang, Harley-Davidson distributor, reports several commercial sales during the past few weeks, among them two more outfits to the Chicago Motor Club for their repair squad, making fourteen motorcycles in use by the repair department of this progressive club.

STAR CYCLE MOVES

Calgary, Alberta, Can.—The Star Cycle Company, which has been a successful enterprize in the Canadian West for the past sixteen years, is now established in fine new premises at 315 Seventeenth Ave. West, Calgary. The company is fully equipped to do repairs.

SOAKING CANADIAN RIDERS

Toronto, Ont.—A report from the Parliament Buildings revealed the plan of Hon. F. C. Biggs, Provincial Minister of Highways, to collect a special $1 levy from all motorcyclists in the Province for 1923, in addition to the regular license fee. The additional assessment is a charge for the license plates.

A FINE WINDOW DISPLAY

Johnstown, Pa.—Geo. W. Gerber, local Indian dealer, is receiving many favorable comments on the beautiful autumn window display at his store during the past two weeks. George is one of the Go-Getters who realizes the importance of attractive window effects and not only this but neat and clean show rooms.

APPLES FOR A SIDE LINE

Vancouver, B. C.—Probably the most unusual type of side line is to be found at Haskins & Elliott, 800 Pender Street West. They are selling fruit as well as bicycles at the present time. The fruit sold consists of Okanagaan apples from Haskins' ranch at Penticton, B. C., and the cases of apples are being sold direct to consumers.

NEW STORE IN MONTREAL

Montreal, Quebec—Announcement is made of the organization of the Harley-Davidson Sales Company, Craig St., Montreal, to succeed the Art Ross Sales Company, to handle the distribution of Harley-Davidson motorcycles in the Montreal district. The new company has been registered as an incorporated company in the name of Meyer Insky. Art Ross, former local distributor, has gone to Hamilton, Ontario, where he has become professional coach of the Hamilton Hockey Club.

ACE IN DODGE CITY

Dodge City, Kansas.—S. A. Stauffer, the motorcycle dealer of this city who has been active in the promotion of many events of various kinds here for several years, including the 300-mile National Championship Motorcycle races that have made Dodge City famous, now sells Ace four-cylinder motorcycles in this territory. Stauffer's interest in the four-cylinder began when he saw "Cannonball" Baker going across on his first prospecting journey with the Ace last spring. When Baker later came through Dodge City on a fast trip which trimmed a large slice off the previous trans-continental figures, Stauffer was very much interested. As a consequence Stauffer opened negotiations with the Ace factory and succeeded in obtaining selling rights for the locality. He reports 1923 will prove the biggest year for motorcycles in Kansas since the good old days of the Short Grass Tours.

UPCHURCH GOES AND GETS 'EM

Raleigh, N. C.—Bob Upchurch, Harley-Davidson dealer, 320 South Blount St., reports business fine this fall. He says he has doubled last year's business and expects to do as well in 1923 as he did in 1920. "I sold a 74 and a Royal Tourist sidecar to the sheriff of Moore County the other day for police work and am selling all the used machines I can get, most of them for cash, besides twelve new 1923 machines since August 10," says Bob, "but, believe me, a fellow has to 'go get 'e' now,'" he says.

HUSTLING HUNTER

Logansport, Ind—Ora D. Hunter, better known as "O. D.," is whooping it up with motorcycle sales this year. He is, at the present time, the only motorcycle dealer in Logansport and conducts an exclusive Harley-Davidson sales room. "I have had the opportunity of taking on nearly every make of machine for this section, but I find myself so busy making Harley-Davidson sales that the best I can do is to give the riders of all other makes repair and service work. I am strong for them all, and they know that 'O. D.' will give them a square deal," is his comment to a friend recently. He has adopted the slogan of "Hunt for Hunter," the Harley-Davidson man. In the past four months he has sold double the amount of motorcycles he turned over in the 1922 season.

GOTT STARTS SOMETHING

Indianapolis, Ind.—"Paul E. Gott, the Harley-Davidson man," is the lettering blazing forth from two big plate glass windows at 534-536 Massachusetts Ave., in this city. He was formerly the "Harley-Davidson man" at Peoria, Ill. and in that town Gott and Harley-Davidson became so well known he decided to keep up the linking of both names here. He has just made arrangements with the Gravelle Pictorial News Service to cover all of the big motorcycle doings to be had this year. The proprietor of this service is known throughout this section as "That man Gravelle," and is one of the livest press agents in the Central States. There will be some big publicity and real motorcycle pictures in the movies, daily and trade papers just as soon as Gravelle can get after it and the motorcycle news from here will be carried to all parts of the world. Paul has started something.

HOPE THERE AREN'T MANY LIKE THIS

WE asked recently for stories of new salesmanship and publicity ideas. One of our correspondents answers as follows: "I only wish there were interesting stunts that I could write about concerning the various dealers. What I could write might be interesting but it would be the same old story, such as hatchet and saw repair work, gun and knife cooperation, dirty, untidy, methodless stores, repair shop salesmanship, etc. You understand." Looks like there was an opening for a live one in that town.

DOING FINE AT BRIDGEPORT

Bridgeport, Conn.—The Harley-Davidson agency at Bridgeport, known as Holland & Bush, Inc., are getting their share of the season's business in the way of motorcycle and sidecar sales. They are compelled to order by the carload in order to fill their orders on hand for immediate delivery. They look forward to a banner spring business.

KIMBALL'S NEW STORE

Lawrence, Mass.—D. A. Kimball of Lawrence is one of the many Harley-Davidson dealers who can report a marked improvement in business. Mr. Kimball only recently opened up a new store in Lawrence. The strikes in his vicinity have all been settled and business is back to normal again. Mr. Kimball has an attractive window display at all times, and his stock of machines, parts, etc., is tastefully arranged. His friends and customers all wish him increased success in his new store.

SANTA BOOSTS FOR WENIGE

London, Ont.—Retail merchants of London combined to have one Santa Claus arrive in the city to appear in a special parade and tour of various stores. G. A. Wenige of the Bicycle & Motor Sales Company was one of those who figured in the arrangement, and the "Community Santa Claus" paid an official visit to the Wenige store. Wenige used quarter-page space in the London Free Press to invite all boys and girls to the store to meet Santa. There was a crush at the store, and George got a line on many prospects for Christmas bicycle sales.

BEACH RACES STIMULATE INTEREST

Camden, N. J.—Manager Mike Stevens of the Sterling Cycle Company, where the Ace motorcycle is sold in this city, is a firm believer in the wisdom of conducting numerous outings and special contests for the interest and entertainment of motorcyclists in his territory. He keeps closely in touch with the Camden Motorcycle Club. He assisted in promoting two or three race meets on the beach at Sea Isle City during the past season, and these contests attracted wide interest. The Camden Motorcycle Club publishes a lively little magazine which it distributes to all its members, and Stevens sees that plenty of interesting material is furnished for its pages.

LANG FEELS CHIRPY

Chicago, Ill.—From the heart of Automobile Row comes a chirp—no not a chirp—but a rooster's crow. It comes from C. H. Lang, the Harley-Davidson dealer for this section of the country. You would think, to look at C. H. that John D. and Henry F. had better crowd over and make room for another fellow who is doing some real business. "It is only going to take a few more sales to equal the total sales made in 1922 season, and that year was a long way from being a poor year for us," is the way Lang commented on prospects and the outlook for 1923 business. He is a strong believer in the factory co-operation and the direct literature campaign they have adopted for dealer sales helps and has agreed to furnish 20,000 names of interested prospects to receive this campaign and arouse the interest which will help his salesmen close up sales.

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your way in the motorcycle business if you stick close to the **Indian.** The
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siness.

Indian is the pioneer motorcycle; first in improvements, first in record-mak-
first in the hearts of motorcycle riders.

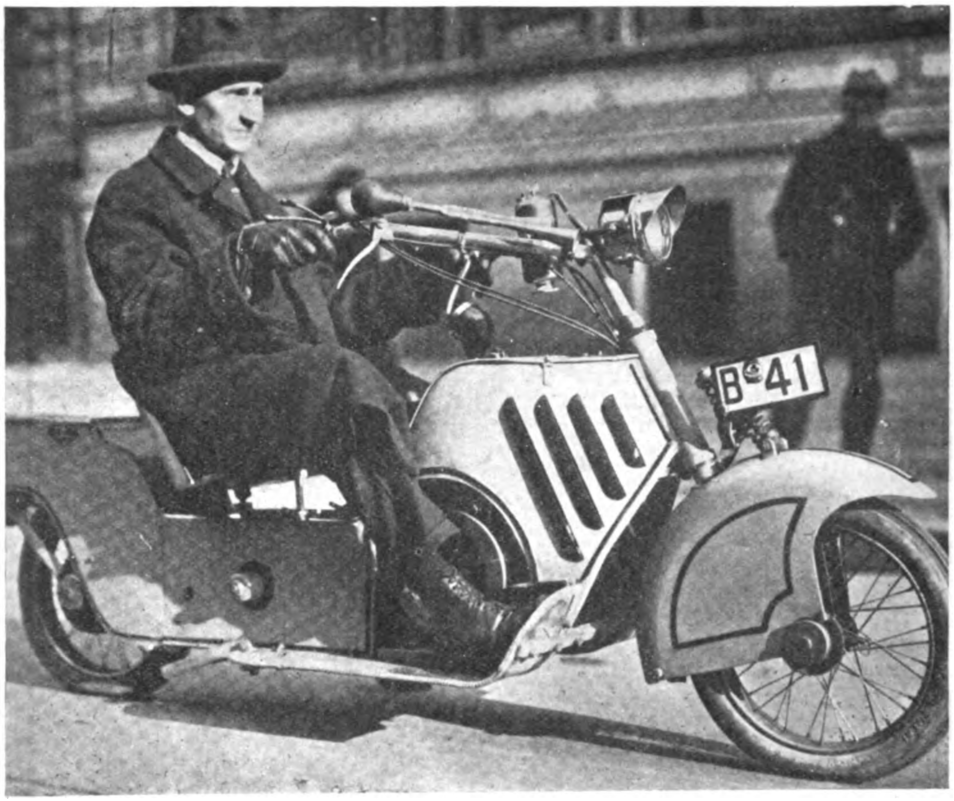
new **Indian** models, at reduced prices have opened up an immense new
ket of possible buyers. Let the **Indian** lead you to them.

plan of financing the dealers' time sales, makes it possible for an Indian
er to do a large volume of business on small capital.

Send for our free booklet,
"What You Get with an INDIAN Franchise."

HENDEE MANUFACTURING CO.
Largest Motorcycle Manufacturer in the World
SPRINGFIELD, MASS.

Indian Motocycle
Hendee Manufacturing Co
Springfield Mass U S A



Here is the latest German idea of a motorcycle. Notice the long wheel base, automobile hood over the air-cooled engine and the numerous levers and wires on the handlebars. It has a 2½h.p. motor. Notice the long bulb horn and the gas lamp and generator.

Play *the* Game

By Ray E. Garner

VERY often I am asked by dealers: "Why is it necessary for us to promote runs and picnics and other acticities to keep up interest in our business?"

The big reason for promoting runs, picnics and other activities is that we are depending largely for sales on an appeal to the sporting instinct of the prospect.

Consider golf, shooting, tennis, and many other sporting lines. What would happen to them were it not for the clubs and tournaments? They would all dwindle if the dealers did not keep up the interest. Take the dealer selling golf goods. If you ask him you will find that he is a member of one or more golf clubs. He plays the game. He keeps up to date on it. He reads every bit of golf news in the papers. He knows who all the champions are and what their records are on the different courses. The same thing stands for the tennis goods dealer, and the gun and ammunition and fishing tackle man. They are active in the lines they handle or they would soon have to go out of business.

The interest that is displayed by the dealers and manufacturers is what keeps the various sports up. To satisfy yourself go into the leading sporting goods store in your town and see if the proprietor does not belong to some of the local sporting clubs, and it is a 90 to 1 shot that most of the clerks belong also. It means their bread and butter.

Suppose a rider came in and asked you who won the Dodge City Race in 1915, could you tell him? Regardless of what make of machine you handle, you should be able to do this or else have it where you can look it up at a moment's notice.

To be a really successful motorcycle dealer you must promote the sport of motorcycling. You must be active in the local motorcycle club. You should participate personally in all the events that they pull off. If your town is so unfortunate as not to have a club you should try to organize one and if this can't be done promote the runs and other activities yourself. Do not leave it up to your employees to represent you. The riders like to see you personally. If they don't see you out with them they will begin to think that you think yourself too good to turn out with them. This will not do you a bit of good in your business.

Above all things when you do take part in any runs don't ride out in an automobile. Take an active part. Be a real live wire. Let the riders know that you are a regular fellow. Go into a town where there is a good club and where there is plenty of motorcycle activities and you will always find a lot of motorcycles. This is generally true regardless of the size of the town. Go into a town regardless of size where the dealers are not active in the promotion of club events and competitive events and you will find the motorcycle business is not up to standard.

Our business deals with the red blooded men and women who love the great out doors and who want to be there the best part of the time. Keep them busy. Get them out where they want to be. Plan a good time for them and business will profit accordingly. Be one of the boys. We have the most wonderful sport in the world. We have got to live it to appreciate it and make others appreciate it.

If you have not been active in promoting competitive events, and your business is not what you think it should be try the other way and see if it will not make a change. Get in touch with the other dealers and promote a secret destination run or something else. See if the riders do not have a different feeling about the great sport of motorcycling.

Sell your riders on the idea of the M. & A. T. A. Explain it to them and get them to join. The M. & A. T. A. chairman is always glad to offer suggestions in regards to competition or club activities.

There is one other suggestion that I would make to the dealers. Too few of the riders read the trade papers. If I were a dealer I would give a year's subscription to a trade paper with every machine that I sold. I believe the papers would give a dealer a rate on this and I feel positive that it would pay me for it would keep the rider in touch with what is being done in the motorcycle world.

FRANCE LIKES LIGHTWEIGHTS

By D. R. Hobart

FRANCE is turning more and more to the lightweight power two-wheeler, as indicated by the recent motor vehicle show at the Salon d'Automobile in Paris. Out of 99 exhibits of power two-wheelers, 34 were lightweight motor bicycles, 48 motorcycles, 14 motor attachments and 3 showed motor wheels.

There are excellent reasons for this tendency toward small power two-wheelers. First, we must consider that gasoline comes nearly to $1 per gallon and lubricating oil nearly double that figure. Again, there has always been a horsepower tax in France on all motor apparatus. There is also a personal property tax; a rather high license fee and operator's fee (permit to drive), and wages are lower than in this country. The French are a thrifty people and practice their economy in transportation as well as in other lines.

Lightweight Details

Of the 34 lightweight motorcycles, about half were single-cylinder two-stroke and the remainder mostly single-cylinder four-stroke, with a few opposed cylinder types. The average horsepower is 1½ and the average price 1,650 francs ($132 at present exchange). These little vehicles are real motor bicycles for the most part, being fitted with spring forks, special frames and in some cases clutches and two-speed gears. The Evans Powercycle was the chief American representative.

The number shown indicates a substantial increase since the 1921 Salon and points strongly toward this type becoming the most popular as season succeeds season.

Motor Attachments

The motor attachments vary from those driving the front wheel by a friction roller to those using a belt or chain for final drive to the rear wheel. The motors in the latter types are generally located at or near the pedal bracket, but there are a few mounted over the rear wheel. The average price is 975 francs ($78 present exchange), and the average horsepower one. In all cases, these attachments are for bicycles with reinforced frames, the prices including in some cases springing devices and frame braces. The Evans Cyclemotor was the only American device shown.

The three motor wheel outfits were very like the Briggs & Stratton and averaged about 2 horsepower. They sell for about 1,200 francs ($96). Of the 48 motorcycle models shown, the Henderson, Harley-Davidson, Indian (Scout and Chief), Neracar and Cleveland two-stroke were the American representatives. Twelve British, two Italian, two Belgian and one Swiss model were exhibited, the remainder being of French make. The average horsepower of the European-built machines is 4½, the Salon showing an increase in the number of twin cylinder models as compared to last season.

While the motorcycles outnumbered the motor bicycles shown, the larger machines were many of sporting type (speed models). The high-powered American types are largely used for sidecar work in France. The Salon had seven exhibitors of sidecars, some making very elaborate and expensive vehicles.

Mrs. Maud M. Randall, of Atlanta, Ga., recently drove her motorcycle and sidecar outfit from Atlanta to Providence, R. I., where she is a guest of her parents, Mr. and Mrs. Albert A. Watson. Mrs. Randall is an all-around sportswoman, an equestrienne of note, and the owner of several prize-winning dogs. Two of them, valued at $1,000 each, are taking a ride in the sidecar.

Group Insurance

By Armour Anderson

THE Reading Motorcycle Club of Reading, Pa., which stands at the head of the list for progressiveness and is undoubtedly the best fixed financially of any motorcycle club in the United States, having several thousand dollars salted away in Liberty Bonds besides a generous balance in its current exchequer, has just put over a group insurance plan for its members. The policy is to be written by the Aetna Life Insurance Co., and the rate will be extremely low. Because of the group feature the rate will be the same for all members regardless of age.

After three years any member who desires to withdraw from the insurance can do so and will be refunded the premiums he has paid, so the insurance also acts as a saving plan. The club, being in good financial condition is in a position to give assistance to any member temporarily embarrassed who might otherwise be obliged to let his insurance lapse.

The immediate result of the announcement of the insurance plan has been a number of new members who have joined the club to get the benefit offered, and also the return of a number of former members who are no longer riding, but who have rejoined the club as associate members because of the insurance benefits.

The Reading club is recognized as one of the best motorcycle clubs in the country. There is something going on all the time no matter whether it is summer or winter. During the summer months the club held four endurance runs, the hill climbs, and numerous club runs. This not only keeps the club members together, but gets new riders interested, and means new members. When the winter months come along the majority of the Reading riders keep going. The captain can easily get about twenty or more riders together when there is a foot of snow on the ground for a club run. Last winter they made quite a lot of club runs of about 40 to 50 miles, and then enjoyed a chicken and waffle dinner in some country hotel. They hold a pinochle tournament, which runs for about eight weeks. Also a package party, and numerous other things which besides keeping the members interested also bring in some revenue for the club treasury. Trade papers, and other magazines are always handy in the club rooms, and there is always something going on to keep the members interested.

GROUP insurance is not a new idea but the Reading Club is the first Motorcycle riders' organization to take advantage of it. What is good for the Reading Club is equally good for others. Why not try it?

Window Displays That *Make* People *Ask* For Folders

By H. D. Kemperton

A BUNDLE of advertising folders from a bicycle manufacturer had come in by express. The dealer opened it, give it a glance and dropped the bundle into a corner back of the safe in his office.

"What are you going to do with that?," asked the advertising man for the local paper who was in the office.

"Oh, I don't know," was the reply. "I can't mail out all the stuff that they send me. It takes a lot of time and besides the postage is quite an item. Sometimes I put them out on the counter and let people help themselves. If I hire a kid to pass it around through the neighborhood it makes a lot of folks sore. Women don't like to have their mail boxes or hallways all cluttered up. And still I know there's some good stuff in some of these folders."

The advertising man walked over and picked up one of the folders.

"Say, this is pretty good advertising for that girls' bicycle you're handling. If you could get mothers to read this they would see what it means to the girl's health to own a bicycle." And just then an idea came to him.

"If you can make the women think this piece of advertising is too valuable to be thrown around promiscously it's a trait in human nature that some of them will want to have it. I'll show you what to do with it. Can you get half a dozen, quart fruit jars?"

While a boy was sent to a friendly grocery for the fruit jars and some other things which the advertising man also suggested, work of clearing out the window started. Some of the girl's bicycles advertised in the folder were made ready for showing. When the boy got back, the advertising man took one of the fruit jars, unscrewed the lid. Inside the jar he placed one of the folders with the title page to the outside, just as if it filled the jar. This he did with all the jars. Meanwhile a small kitchen table had been borrowed from a furniture store. This table was put into the window. The jars were ranged alongside each other with the folders, visible from the street. Upon the table were placed also a fruit jar wrench, a package of sugar, some spices and some fruit jar rubbers, which had been brought from the grocery. Then the bicycles were arranged in the window.

"Looks like canning," remarked the boy. That was what the advertising man wanted it to look like. He was lettering a card. When he had finished they saw:

WORTH PRESERVING

Your daughter's or sisters' health is worth preserving. This folder is "put up" to show how. "Sweetened" with ideas for pleasant exercise; "spiced" with reasons for giving a girl a wheel. You can have one but must agree to read it.

Thus by making the folder seem too valuable to be thrown about broadcast the advertising man had removed it from the class of printed matter that causes people to exclaim: "Oh, just another old advertisement!" And by putting an idea into a picture—comparison of the bicycle's advantages with something that every woman—and most men—knows about, he had made the folder seem desirable.

A View from the New Storm King Road at West Point, N. Y.

There are other novel ways of coupling up the distribution of circulars with a window display of the wheel advertised.

One way, if the folder is small, is to show the wheel in the window. Get a number of large nutshells and in the halves of these place the folders. Arrange them in a row in front of the wheels. Use a card that says:

IN A NUTSHELL

This folder explains the advantages of owning a .... Come in and get a kernel.

Along the same line is the bank book idea. Get your bank to lend you several pass-books. Into these slip some of the folders in the same manner that people slip checks and bills when they are taking them to the bank for deposit. Then the let sign read:

DEPOSITED TO YOUR CREDIT

One of these folders has been deposited with us for you. We promise a high rate of interest. Come in and get it.

Such plans as these arrest the attention of persons who are passing by. While it is true that the machines themselves are attractive to those already interested in them, yet a sale is not made in an instant. A sale is a series of constantly growing impressions.

In this connection, the dealer must be sure that his windows are easy to look at and his signs are easier to read. Do not make signs with all capital letters; they are too hard to read. Use capitals only in names and at the beginning of sentences. IMAGINE TRYING TO READ YOUR DAILY PAPER IF IT WERE ALL IN CAPITALS! This thing has been tested by a big newspaper. Persons with normal vision, farsighted persons and near-sighted persons were tested on head-lines. In many cases it took 15% longer to read the head-lines that were set all in capitals. This paper now sets its headlines in the small letters, using capitals only when absolutely necessary.

Eastern Bicycle Dealers Optimistic

HARRY GLIESMAN ("Happy Harry"), the hustling Eastern sales representative for the Miami Cycle & Mfg. Co., stole a few minutes of his boss' time to step in Motorcycle and Bicycle Illustrated's office recently to tell ye editor that he need have no misgivings, nor even fears, as to the "Excellent health of the bicycle business at least as far as the retail dealer is concerned." Says he, "I'm so 'all fired' busy writing up bicycle orders I have no time to sneeze cross-wise," and made his words good by showing us a lit of orders booked since taking the line September 1st; and he is not worried at all to have to compete against much lower prices quoted by competitors, as, he explains, 75 per cent. of the dealers are not only displeased, but peeved at the suicidal low prices advertised by some manufacturers.

The real bicycle "merchants" are not backward in stating in plain language that it is not possible for them to stay in business very long, swapping dollars and losing five cents on every swap. As one of the prominent ones put it quite concretely and simply, "I pay $25 for the bike, $1.25 to get it to my store, my overhead is 25 per cent., which means that the thing stands me, on my floor, $32.50, and it's advertised to be sold to the consumer for $35. Then I have to pay cash and sell on time—some business!"

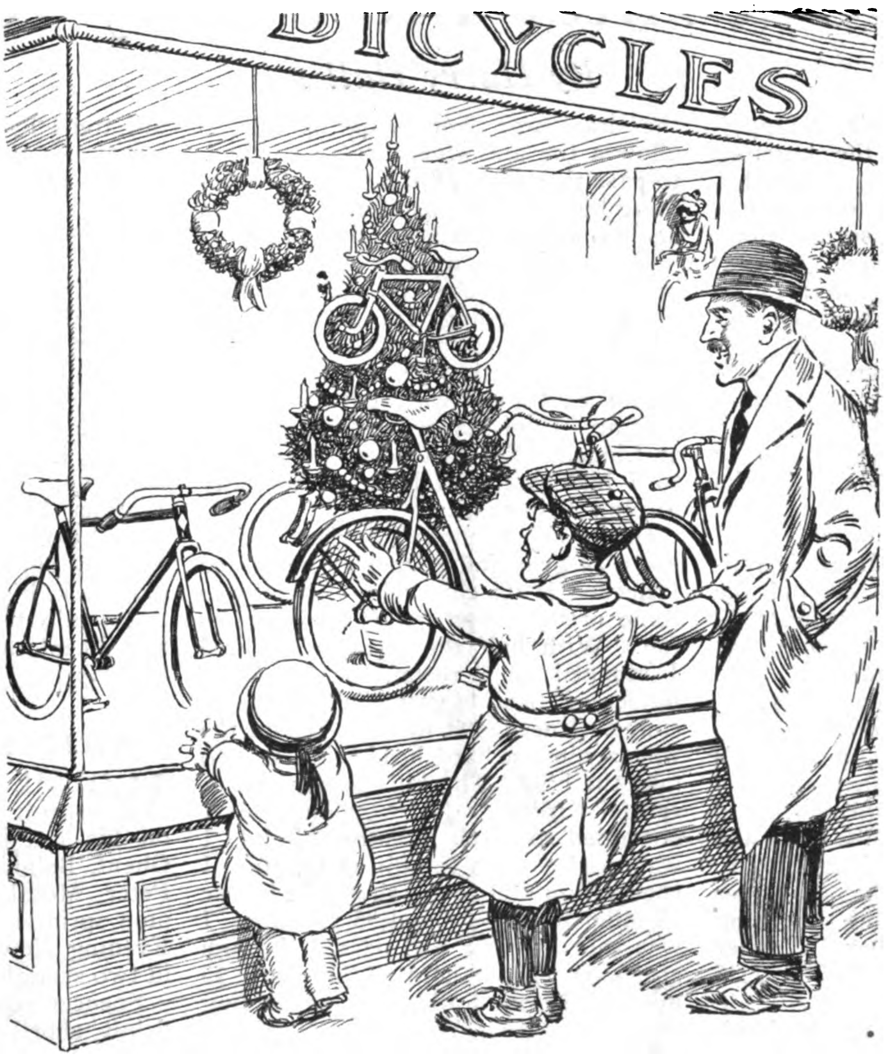
Gliesman says, "Since my company has informed me that they are in a position to make prompt shipments and I can assure the dealers likewise, it is like 'taking candy from a child' to book orders. The exceptional quality of our bicycles and the exclusive features they embody, with prompt service and direct factory representation, does the trick."

The very encouraging feature of getting out amongst the dealers today, he avers, is that 98 per cent. are optimistic for the coming season, and they all have bought and bought heavy or are buying heavy and ahead. Brother Parson's articles of a few weeks ago, "Don't Depend on the Railroads," has woke a good many of them up and they are placing their orders and specifying the shipping dates accordingly.

Another feature full of significance is the anxiety evinced by 90 per cent. of the retailers to secure the agency for some well known "name plate" bicycle, which would indicate that the "Job" bicycle is fading away in the distance, and with the "freak" bicycles, such as motorbikes, extra bars and all kinds of goo-gaws, will soon be in the discard altogether.

Such centers as Newark, New York, Philadelphia, Baltimore and Washington have already repudiated the "monstrous" motorbike about 90 per cent.; Washington is today fully 80 per cent. racing bicycles. There, coaster brakes, mud guards and big tires are the exceptions. There, an old timer sees a sight good for sore eyes, bicycles flit by him in hundreds, just as they used to in the "nineties." Trim, racy looking light things that appear to require no effort to propel; much in contrast with another town, visited recently where the motorbike is still much "a-la-mode" where the main street presents quite a grade and which 99 per cent. of the cyclists have to "walk," pushing their "trucks" alongside of them, at much expense of energy, particularly on a hot day; whereas had they light wheels most of them would pedal up without any trouble.

Harry adds: "Very much in contrast to the apparent and virile optimism of the bicycle dealers is the unveiled pessimism which obtains as to the future of the motorcycle. It is brought out in such strong relief that one cannot help but sit up and look. If you ask a dealer handling the motors, 'How's business; how does it look for next year?' almost invariably the same reply comes promptly, 'There's no business and there aint going to be any.' Ask for the cause and again practically the same opinion concurs, 'The bottom's fell out—the man that has $300 is going to buy an automobile. The motorcycle manufacturers had best set the alarm clock for an early rise and get busy, else when they do get up they'll find the cage empty—no bird to feed.' Of course," Harry says, "I'm speaking only for the part of the country which I get over and make it my business to inquire into the situation and conditions; it probably is not as bad everywhere else; I hope not. Further, I would like to see a grand 'come back' by the power-driven machine, but this the dealers are unanimous in saying cannot be expected until motorcycles can be marketed at a price at least 100 per cent. less than the present prices, speaking for



A cartoon that needs no title.

a machine with sidecar. Meanwhile many of the motor men that had laid bicycles aside have gone back to them. Those who never had them are taking them on, and with sporting goods, toys and children's vehicles of all kinds as side lines they are, as I have said, very optimistic for the future of their business.

"Now then," Harry concludes, "let bicycle manufacturers get together, make a good bicycle, set a price on it that will bring them a legitimate profit, then list it at a figure that will allow the dealer the margin he is entitled to and has to have to pay his bills and live and all will be merry along Bicycle Row in every town."

Harry announces having placed exclusive agencies with the following dealers:

Racycles

Easton, Pa., H. H. Hoch; Bethlehem, Pa., Wyandoth Garage; Allentown, Pa., Shelley C. Whitehead; Reading, Pa., Hettinger Bros.; Hanover, Pa., Ira M. Shire; Norristown, Pa., H. S. Brandt; Pottstown, Pa., J. M. Diener; Lebanon, Pa., L. M. Hottenstein; Newark, N J., Belmont Cycle Co.; Chester, Pa., Quinn Cycle Co.; New Brunswick, N. J., R. H. Ackerman; Wilmington, Del., F. L McKinney; Baltimore, Md., R. L. French; York, Pa., J. B. Wolf; Annapolis, Md., A. H. Wilson, and Sparrows Point, Md., Service Stores Co.

Hudsons

Washington, D. C., J. W. Berrymore; Philadelphia, Pa., J. T. Heckinger; Greenpoint, L. I., L. Racchiuso; Easton, Pa., P. N. Miller Co.; Allentown, Pa., A. A. Peters; Hanover, Pa., Ira M. Shire; Reading, Pa., Wm. Buell; Pottstown, Pa., D. J. Scheiffley; Lebanon, Pa., C. M. Habecker; Harrisburg, Pa., Los Chiara; Wilmington, Del., Delaware Cycle Co.; Baltimore, Md., Harry Shofer; York, Pa., C. B. ("Reds") Klinediart, and Sparrows Point, Md., Service Stores Co.

Miamis

Hanover, Pa., Ira M. Shire; Baltimore, Md., F. M. Taylor; Wilmington, Del., John Minnick; Norristown, Pa., Mat Glass; Philadelphia, Pa., Jack's Cycle Co.; Reading, Pa., Wm. Noll; Allentown, Pa., Ebbecke Hdw. Co.; Easton, Pa., Boyer Cycle Co.; Sparrows Point, Md., Service Stores Co.

Flying Merkels

New York, N. Y., M. J. Goldman; Allentown, Pa., Edward Cole; Baltimore, Md., G. C. Sandruck; Baltimore, Md., Seward I. Rokus; Sparrows Point, Md., Service Stores Co.; Pottstown, Pa., J. M. Evans; Harrisburg, Pa., Chester B. Smith; Lancaster, Pa., Harvey R. Williams.

"This formidable array of dealers in a comparatively small territory goes far to prove what has been said that the bicycle dealers of 1923 will be of the class that appreciate the value of an article to sell his customers, that has an established reputation and a real factory guarantee that will be backed up in an honest-to-goodness manner; in other words, a line of goods that will not only stay sold, but automatically create new sales through their good behavior in service, thereby battering down a big percentage of the ordinarily expected sales resistance," says Harry.

Going Out After Inter -City Records

By Harry Haller

EARLY in the year "Happy" Harry Gliesman, the hustling dealer and traveler, donated a gold certificate and trophy to be awarded the member of the Century Road Club Association that made the best time between Jersey City and Philadelphia. As there was no official record between the two cities the first man to make it would be credited with the open as well as the Association mark.

Harry Curley started by doing the route in 7¼ hours. Several weeks later Louis Goodman lowered that time to 7 hours and 5 minutes. Then after several attempts to lower it Willard Knecht, on October 29, did the ride in 6¾ hours. On November 12 Harry Wagner made an attempt, but had to give up after 70 miles.

On November 19 Harry Wagner along with John Rahmsdorf and the writer made an attempt on Knecht's time and two of us, Wagner and myself were successful. Rahmsdorf and myself left Charles Garin's store the night previous to go to Jersey City to stay there for the night. Wagner showed up the following morning along with "Pop" Gallagher. Wagner started at 7 a. m., Ramsdorf at 7:35 and myself at 8 o'clock.

Our route carried us via the Hudson Boulevard, through the Hudson County Park to the Lincoln Highway. When I arrived at the Passaic bridge the draw was just being opened to allow a tug and several barges in tow to pass through. This cost me 15 minutes, but as soon as the bridge was again open for passage I started across bent on making up the lost time. I hit up a good pace and maintained it to Rahway, going via Newark and Elizabeth. It was a foolish thing to do in a hundred-mile ride, but 15 minutes means a lot and I was bent on making that up. I did that when I checked up at Linden. The fast pace told on me, so I had to ease a little on the way to New Brunswick.

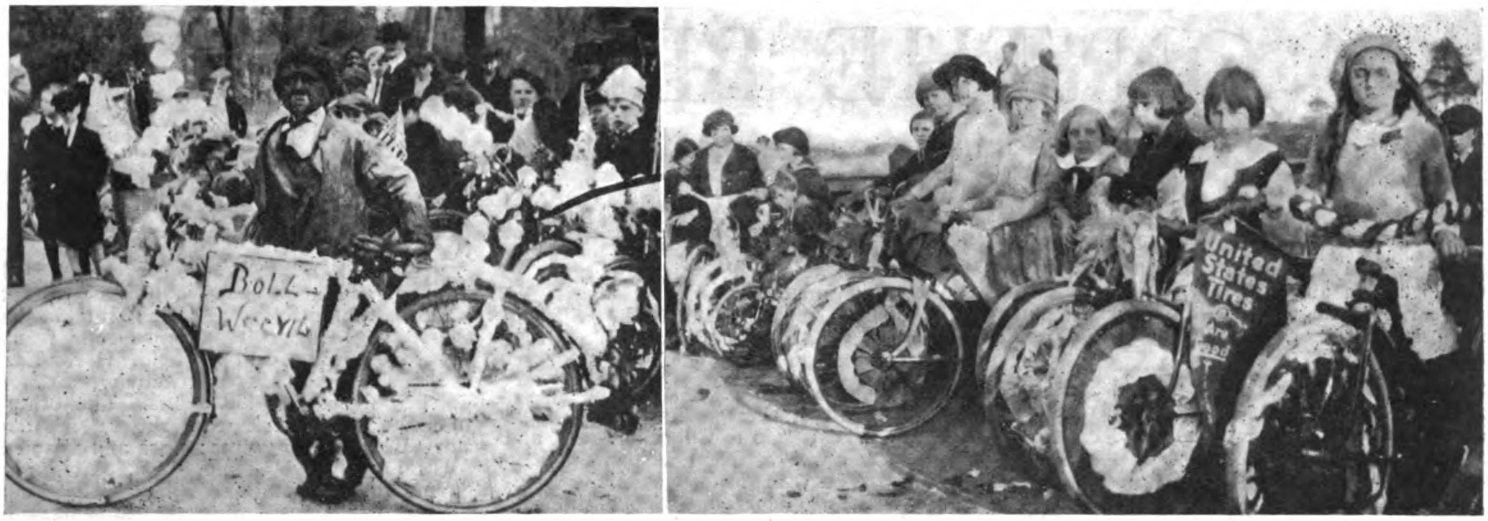
Garin, or "Frenchy" advised me to use a 74 gear and I am glad he did as I needed it on this ride. There was some pretty tough going into Princeton. With half the distance covered I stopped at a restaurant for some fodder of toast, eggs and two cups of coffee. I needed it to carry me on the way against a hard head wind and to take the hills. The hills became harder and harder as I went along, but I struggled to reach Trenton. While I was tired enough to quit at Trenton, I checked up and found that I had done 58 miles in 3 hours and 55 minutes. I was told Wagner had passed through an hour earlier and Rahmsdorf 15 minutes before I did. I was holding my own against Wagner and gaining on Rahmsdorf. All three were ahead of schedule. I had to make Philadelphia at 2:45 p. m. to better the record and I had 2 hours and 35 minutes left to do it. As tired as I was I figured it would not take me that long to do the remaining 35 miles, so I started out.

I left the regular highway and went via North Bristol, Eddington and Cornwall Heights. I was tired and had lost all interest in the scenery, but kept plugging on and finally reached the city line of Philadelphia. Here a cop told me of a short cut and I took it, but it was cobble stones most of the way. I checked in at 2:30, but Wagner had beaten me to the City Hall by checking in at 1:08 and incidently clipping 37 minutes from the old mark, his new time being 6 hours and 8 minutes. My time was 6 hours and 30 minutes, while Rahmsdorf did the trip in 7 hours and 7 minutes.

WILLIE SPENCER A WINNER

WILLIE SPENCER, American sprint champion, made his debut on his latest invasion of Europe at Ghent, Belgium, in a match race with Peter Moeskops, the world's champion sprinter. A cable to the Newark Evening News states that Willie won in two straight heats, on Saturday last.

Spencer expects to make his Parisian debut shortly, the champion having eight match races contracted for, the match races being scheduled for the Velodrome d'Hiver in the Gay City.



Decorated wheels and girl riders in the Raleigh, N. C., St. Onge Parade

Second Season for St. Onge Starts Big

FRED ST. ONGE arrived at Raleigh, N. C., at 5.40 p. m., Monday, last week, and before 10 p. m. the News-Observer had the opening story for a big bicycle week.

The dealers were waiting for St. Onge and held a meeting at the store of the U. S. Tire Co., B. D. Farthing, General Manager. One full page of advertising in two papers was arranged for among the dealers, and three dealers co-operated for the first time to put over something to boost business.

Tuesday St. Onge started to visit the schools with much success and fine co-operation from Superintendent of Schools S. B. Underwood. Here is the letter of introduction presented to St. Onge by the Raleigh School Board:

"Mr. Fred St. Onge representing the Cycle Trades of America is in town doing some educational work with reference to the proper use of bicycles. I have had a talk with him and am in sympathy with what is is doing. He is not advertising any make of bicycle or doing any propaganda work except to educate boys and girls in their proper use. I shall be glad if you will let him conduct some demonstration work and talk to the boys and girls on the playground at recess as the opportunity may offer itself. He does not wish to interfere with the regular school work and has absolutely nothing to sell. I shall appreciate your extending him the courtesy of your co-operation. If he can teach the boys how to handle themselves on their wheels he will be of wonderful service. Very truly yours. Signed, S. B. Underwood, Superintendent."

Six schools were visited, and 4,200 pupils witnessed a demonstration in cycling. Needless to say the desire for a bicycle was created in the minds of many of them. Besides 126 inches of free reading matter was obtained in the daily papers and with the paid advertising gave the bicycle more publicity than this city ever had in history.

A decorated wheel parade on Saturday afternoon brought the week to a close, thousands of people witnessed the affair. Cheered on by throngs which lined the route, 175 riders on bicycles of every hue and vintage swept over the streets in an impressive if wavering column led by Motorcycle Officer P. J. Crutchfield (no relation to the Virginia Judge), and St. Onge on his "Ordinary." Behind him streamed a cavalcade of highly decorated wheels. In the front van, were some of the old-timers of the days when bicycling was as prominent a sport among society circles as rye whisky or side burns. The old-timers were followed by the girl riders. Following the fair cyclists were the decorated wheels and they were followed in turn by the mounted boy scouts of Raleigh.

Funny fellows astride of bicycles which made the crowd scratch their heads and wonder what under the sun held them together (the bicycles not the crowds dear reader), followed. About fifty riders who had not decorated their wheels, but wished they had, formed the rear guard of the procession.

At the Fair Grounds St. Onge gave the usual demonstration to a large crowd, many of whom followed the riders in automobiles. Twelve prizes, donated by the local dealers together with the Fisk Rubber Co., U. S. Tire Co., and two merchants in other lines, were awarded to the riders for their effort.

Dan E. Farrar of the Corbin Co., happened in town in time to assist in the affair and two local men, G. L. Vinson and William Teiser spectators at the fair grounds acted as judges.

All the dealers rode bicycles and W. E. Lewis Sporting Goods Co. had three different wheels rigged up, displaying a clever advertisement. Bert Q. Tilley Cyclery, Brockwell's Shop, and W. E. Lewis are three hustling dealers in Raleigh and lost no time in co-operating with St. Onge. After it was all over W. E. Lewis said: "Best thing I ever saw; am mighty well pleased."

SMITH WINS AT BUFFALO

CARL SMITH, a member of the Semper Fidelis, won the two-mile open at the cycle races at the 174th Regiment Armory, Buffalo, N. Y., Saturday night, November 18. W. H. Shoemaker, Palma A. C., and J. W. Muehlbauer, Sahlens A. C., scored second and third, respectively. Elmer Bundt, Ignatius Gronkowski and F. G. Seligman fell in the final two laps from home.

W. Ulrich and B. F. Nolik won the other races on the program. Ulrich accounted for the one-mile handicap from the 55-yard mark. Louis Peterson, 30 yards, was second, and C. Mozolf, 55 yards, third. Nolik won the moving race. Summaries:

Three - Quarter - Mile Novice—Won by B. F. Nolik, unattached; second, L. R. Butler, unattached; third, E. W. Dick, 174th A. C.; fourth, R. J. Reisweber, unattached. Time, 1:58 1-5.

One-Mile Handicap—Won by W. Ulrich, unattached, 55 yards; second, Louis Peterson, W. S. R. C., 30 yards; third, C. Mozolf, St. Stanislaus A. C., 55 yards; fourth, Elmer Bundt, Sahlens A. C., scratch. Time, 2:10.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE six-day race at Madison Square Garden is about the last big event of the year for the experts—to go wrong in picking the winner.

* * *

"Joe" Azzini and his mate, Alfred Sivocci, Italians, copped the three-hour team race at the Velodrome Pont Magnan, Nice, France, on November 12. They covered about 65 miles in the time.

* * *

At the Berlin Sportpalast on November 12, the team of Saldow-Adolph Huschke and Hahn defeated Walter Rutt, Otto Tietz and Hoffman in a mixed match by 63 points to 81.

* * *

At Turin, Italy, on November 13, Caesar Moretti, the Italian, defeated Ernest Kaufmann, Swiss, in the first and third heats of a match. In a team race run at the same meet, Bolzoni and Brunero won from Kaufmann and Aymo and Moretti and Arduino.

* * *

The foreign anklers that are to do their stuff at Madison Square Garden next week have already booked their sailing after the race. The good ship Paris departs from these shores on Tuesday, December 13, and they expect to be on it. Orlando Piani is said to have booked his passage to Europe for December 5.

* * *

After catering to every event that has been in Madison Square Garden for over 20 years, Harry Stevens has severed his connections with the famous building. A new hot dog vendor will have charge in the future. A writer in the New York Times states that, according to statisticians, Harry sells 9,732,569 frankfurters in a season. Who counts 'em?

* * *

The Milan, Italy, Velodrome, was closed for the season on November 12. The closing feature was a team race. Gaetano Belloni and Georgetti, Italians, won. Mario Bergamini copped the open race from Mori and Georgetti and Besetti won the handicap. Belloni and Agazzi won a similar race at Rome the day previous, with Girardengo and Corlaita second.

* * *

A 23-minute slice was taken off of the Jersey City to Philadelphia paced record by William Yarwood, a member of the Quaker City Cycling Association. Yarwood started out last Sunday morning from Jersey City and landed at the home of the City Fathers of the City of Brotherly Love five hours and seven minutes later. The former record was 5½ hours and was held by Edward Perry, of the Century Road Club of America. Perry, by the way, was one of Yarwood's pacemakers.

* * *

Constant Girardengo, Italy's greatest road rider, captured the road championship of his country this year. The method of deciding the road title was by a series of road races. Girardengo scored a total of 45 points during the running of the races. The second man was Bartholomew Aymo, who had 30 points. The others to score were: John Brunero, 21; Alfred Sivocci, 20 points; Angelo Gremo, Guiseppa "Joe" Azzini and Federico Gay, all three booked to ride the Madison Square Garden six-day race, 14 points each; Ugo Agostini, and E. Petiva, 11 points each. Gaetano Belloni, who will ride the Garden race, was tied for 13th with A. Zenaga with seven points each.

* * *

Who invented the weeks? We have "Cleanup Week," "Go to Church Week," and a lot of other weeks. Next week we'll have "Six-Day Week" at Madison Square Garden as well as "Old Home Week," and the week after will be "Pay Off Week." After that it does not matter much what week we have. Speaking of "Pay Off Week," reminds me that from the last December race some of the trainers have not been paid as yet. That must be "Fifty-Two Weeks Week," which to the trainers was very weak, or an utter collapse.

* * *

The Walthour family has eased itself out of the six-day race. First it was rumored that Bobby Walthour, Senior, who had just returned from Europe, was going to ride. Then Bobby Walthour, Junior, was announced as a starter. Now it has been given out that neither of them will be among those present next week. Bobby Walthour, Senior, gave a story to a New York newspaper saying that he would object strenuously to his boy riding because they "hop" 'em up in that race. Bobby Junior's mother objected to his riding the race and along with mama others told the management that they should not let the boy ride. He's out. But speaking of "hopping" up the riders, that's different again. Some of them take enough at one shot to make a mouse spit in a bulldog's eye. Old Bob has ridden a lot of six-day races. Can it be possible that he quaffed the fast-going "hop?"

* * *

Just before the European cyclists that are entered in the six-day race at Madison Square Garden left to come here some of them competed in a 24-hour race that wound up at the Velodrome d'Hiver, Paris, on Sunday night, November 12. Fifteen teams started and the race was run along the same lines as the "grinds" are nowadays. Peter Van Kempen, the Hollander, and Emil Aerts, the Belgian, won the race with 241 points. Vandenhove and Bertaud, France, were second with 65 points, and Pagnoul and Duray, France, were third with 54 points. Marcel Dupuy and Tollembeck, a reconstructed French-Belgian team, landed fourth with 16 points. These four teams were one lap ahead of the field. Oscar Egg, the Swiss, and Marcel Godivier, France, finished fifth with 130 points. The others to finish a lap back were the Putzeis and Noel, Belgians, 85 points; Ross and Catudel, Australian-French team, 60 points, and Gremo and Gay, Italians, 9 points. Beyl and Billard, Frenchmen, were two laps back in ninth place with 93 points, while Veillet and Moncorge, Frenchmen, had ten points and they won tenth money. They, too, were two laps back. During the last hour there were 14 sprints, and of that number Egg won two; Van Kempen, seven; Aerts, two; Beyl, one; Godivier, one, and Putzeis, one. In the 24 hours the winners covered 824 kilometers (512 miles).

Alfred Sivocci, Italian Road Rider. He Won the Rome to Naples Race of 298 Miles in 1919 and Has Other Good Wins to His Credit

* * *

Six-day races are coming so often now that it is hard to keep account of them. Early in the month one finished in Chicago and another in Ghent, Belgium. The next one will be at Madison Square Garden and will start at 10 p. m. on Sunday night, December 3, after a series of amateur and professional sprint races have been finished. A curtain-raising program of match and sprint races for both amateur and professionals will be run on Saturday night, December 2. The events are chronicled on the opposite page. Sixteen teams have been signed for the race and unless some last minute changes are made the teams on the next page will face the starter. Veterans of many races are listed among the competitors, while some new faces will also be seen. Names that are associated with six-day races for the past dozen years or more may be found. They include Goullet, Rutt, Lorenz, McNamara, Grenda, Madden, Kaiser, Egg, Eaton, Brocco, Coburn and others. Among the new ones can be found Gay, Gremo, Azzini and Oliveri, Italians, and Willie Grimm, national amateur champion this year, and Sam Gastman, both youngsters from Newark. Louis Eyckmans, the Belgian, is also making his debut in the Garden. Interest in the race is very keen this year. The educational work at the New York Velodrome during the past season has all the fans "pepped" up and the attendance this year gives promise of shattering all previous records for the race, if the requests for reservations of tickets count for anything. During the running of the six-day races for the past decade, the management has always made it an international affair. This race is no exception. Among the starters will be found Americans, a Frenchman, Italians, a Swiss, Belgians, Australians, Germans and a lone Jewish rider. The race this year will be a continuous 144-hour "grind," the riders finishing up at 10 p. m. Saturday night, December 9, with the final sprint in the twenty-odd sprints that will be run every mile in the final hour. Who will add another first to their standing in the points table is the big question. "The Picked to Win" club has already had additional members. The question will be answered on Saturday night, December 9, and then the experts will slip us the alibis the following day, said by a column conductor in St. Louis, Mo., to be the best day of a six-day race.

Match Races on Opening Card

THREE match races for the professional riders will feature the curtain-raising program for the six-day race at Madison Square Garden, Saturday night, December 2. A team match between the clubs of the Metropolitan District along with a sprint match between "Socks" Gries and Harris Barnaby will head the Sunday program before the start of the six-day race.

On Saturday night Alfred Grenda and Reggie McNamara, who will ride as a team in the big race, will meet Eddie Madden and Ray Eaton in a team match race, the winners to take two heats. Maurice Brocco, the Frenchman, and Walter Rutt, the German, will meet in a pursuit race, while the third match will bring together Alfred Goullet, the six-day king; Oscar Egg, the Swiss, and Bobby Walthour, Jr., the young Newarker. A half-mile handicap and a ten-mile open are also booked for the professional sprinters. A half-mile handicap and a two-mile open are listed for the amateur riders on Saturday night.

In addition to the amateur team match, which will be a pursuit affair between four of the Metropolitan clubs, the Bay View Wheelmen, the Acme Wheelmen, the Unione Sportiva Italiana and Empire City Wheelmen, Brooklyn, and the "Socks" Gries and Harris Barnaby match on Sunday there will be a one-mile handicap and a two-mile open for the "Simons." Willie Hanley, Fred Spencer, Lloyd Thomas and Anthony Beckman will meet in a pursuit match, Hanley meeting Spencer and Thomas meeting Beckman. The winners will then meet winners and losers meet losers. An additional match may be put on for Sunday night.

At the present writing 16 teams will start the long race at 10 p. m. on Sunday night. The field is made up of the following combinations:

Alfred Goullet, Newark, and Gaetano Belloni, Italy.

Ray Eaton, East Orange, and Oscar Egg, Switzerland.

Eddie Madden, Newark, and Harry Kaiser, New York.

Alfred Grenda, Australia, and Reggie McNamara, Newark.

Harry Horan and Tommy Fitzsimmons, Newark.

Fred Taylor and David Lands, Newark.

Willie Coburn, Kearney, N. J., and Maurice Brocco, France.

Alex McBeath and Cecil Walker, Australia.

Joe Kopsky, West Hoboken, N. J., and Vincent Markey, Passaic.

THE COMPLETE FIELD

Goullet and Belloni.
Egg and Eaton.
Grenda and McNamara.
McBeath and Walker.
Madden and Kaiser.
Horan and Fitzsimmons.
Kopsky and Markey.
Taylor and Lands.
Hill and Verraes.
Brocco and Coburn.
Speissens and Eyckmans.
Rutt and Lorenz.
Oliveri and Gay.
Azzini and Gremo.
Grimm and Gastman.
Bello and Gaffney.

Tom Bello and Larry Gaffney, Brooklyn.

Fred Hill, Newark, and Alfons Verraes, Belgium.

Willie Lorenz and Walter Rutt, Germany.

Willie Grimm and Sam Gastman, Newark.

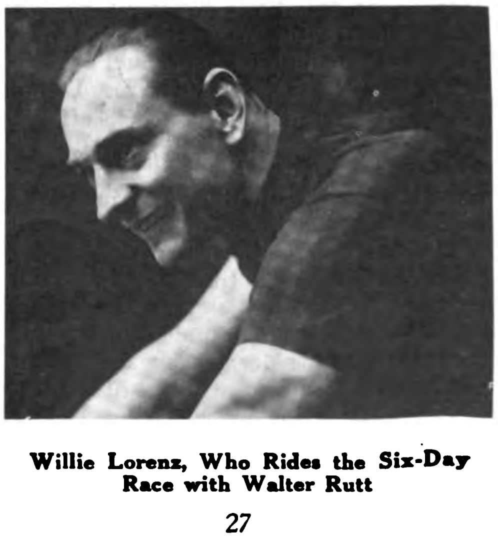
Louis Eyckmans and Alphonse Spiessens, Belgium.

Charles Oliveri and Federico Gay, Italy.

Guiseppa "Joe" Azzini and Angelo Gremo, Italy.

The field as it appears on paper is a strong one. The winning table published in last week's issue of MOTORCYCLE AND BICYCLE ILLUSTRATED gives the records of 14 of the riders that are in the race as far as events of a continuous nature are concerned. That table stirred up considerable discussion among the riders.

Alfred Goullet leads the others by a scant margin of two points over Walter Rutt, while Reggie McNamara is only four points back of the German, and Willie Lorenz is six points in the rear of Mac. Others to figure in the table that are in the Madison Square Garden race are Fred Hill, Oscar Egg, Eddie Madden, Alfred Grenda, Willie Coburn, Maurice Brocco, Harry Kaiser, Alphonse Spiessens, Ray Eaton and David Lands.



Willie Lorenz, Who Rides the Six-Day Race with Walter Rutt

Among the combinations that look very good are the Alfred Goullet and Gaetano Belloni teams, the Harry Kaiser and Eddie Madden pair, Alfred Grenda and Reggie McNamara, Alec McBeath and Cecil Walker, Willie Coburn and Maurice Brocco, Oscar Egg and Ray Eaton, Walter Rutt and Willie Lorenz. They seem to stand out over the others and will probably be among those left at the finish. That does not mean that the other teams will not survive the week. There might be real surprises sprung.

Willie Grimm and Sam Gastman are the kids in the race. They recently finished the six-day race in Chicago and from all accounts rode well. The New York race is a bit more strenuous than the Windy City race and it may prove too much for them. Harry Horan and Tommy Fitzsimmons are snappy riders and the same can be said of Fred Taylor and David Lands. Tom Bello and Larry Gaffney will probably stir the monks when necessary, while the boys are "going into the mountains" if Joe Kopsky, who pairs with Vincent Markey, the Passaic "Wasp," has anything to do with it. Joe delights to ride the top of the track a la Oscar Egg. Of course, Joe may be lapped once or twice during the week, but what is a lap to Joe when he can take the boys into the hills and cause them some trouble. Fred Hill and Alfons Venacs should make a good team.

Little is known on this side of the Atlantic about the Italians, Federico Gay, Angelo Gremo and "Joe" Azzini. Azzini was champion road rider in 1911 and 1912, and finished third in the Monte Carlo-Mont Agel race in 1921. Gay won the junior road title last year, ran third in Rome-Naples-Rome race in 1921 and second this year, and ran third to Girardengo and Belloni in Tour of Lombardy in 1921. He was tied with Azzini and Angelo Gremo in road championship of Italy this year with 14 points each. He was fourth in the Tour of Lombardy this year, trailing Bartholomew Aymo. Azzini was second.

The same system of deciding the race on the points system will be in vogue this December. Sprints will be held three times a day with riders scoring in each sprint. The final hour will see a sprint every mile with increased points.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Disc Wheels

(1)—Would you advise fitting disc wheels to my Harley-Davidson 1920 model? I have been told they improved the running of the machine by increasing speed and mileage per gallon.

Trenton, N. J. Subscriber.

Answer

(1)—We do not see any reason why you should not fit wheel discs to your machine. They keep the spokes and rim clean; are easy to keep in shape and are attractive looking. As to increasing speed and mileage per gallon, this is very unlikely; as a rule they have no effect at all on the running of the machine.

Indian Details

(1)—What is the speed of an Indian Scout with alloy pistons?

(2)—Why don't the amateur riders use the Scout instead of 30.50 machines on a half-mile track?

(3)—What is the fastest speed ever obtained by a motorcycle and who was the rider?

ROBERT ROSS.
Pittsburgh, Pa.

Answer

(1)—You should get about 53 miles per hour with a Scout in good condition. Individual motors may do better than this.

(2)—The Indian Scout has a piston displacement of 37 cubic inches and no motors of more than 30.50 cubic inches are permitted on half-mile tracks. Generally speaking, also, single cylinder motors make better speed on small tracks than twins of the same displacement.

(3)—Made over a beach course measuring one kilometer, 115.79 miles per hour, by Gene Walker, 8-valve Indian, 1920.

Fine Timing Adjustment

(1)—I desire to retime my Indian Powerplus to get an earlier exhaust opening, but the difference of one or two teeth does not give me the effect I wish. Is there any device or gear that I could get to enable me to split a tooth?

Cincinnati, O. Warren Isbell.

Answer

(1)—There are no devices or special gears made to allow of this. You may be able to do this as follows: Remove the magneto drive gear and replace it with keyway 180 degrees from present position on shaft. Now hold magneto shaft still and move gear the space of half or 1½ teeth away from this position; then preventing gear or shaft from moving, drill another keyway in the armature shaft. Key is a piece of round stock and a good drill will cut into the shaft without trouble. You will notice that the old timing marks on the gear are now of no value and will have to hand-time. Your half-a-tooth is cutting things very fine.

Four Cylinder Details

(1) — What motorcycle recently broke the 24-hour record and what distance was made?

(2)—What was the fuel consumption (miles per gallon)?

(3)—What is the ordinary fuel consumption of a four-cylinder and of a twin-cylinder motorcycle?

(4)—What are the respective rated horsepowers and the bore and stroke of each?

(5)—What is the gear ratio on a four-cylinder and on a twin-cylinder machine? and give the ratios on low and intermediate gears.

(6)—What is the weight of a solo four-cylinder and its weight with sidecar?

(7)—Are sidecar outfits made with reverse gear and what is the additional cost?

Bertell W. King.
New York, N. Y.

Answer

(1)—The Henderson four-cylinder made 1,562½ miles in 24 hours.

(2)—As far as we can ascertain, no record was kept of fuel consumption. It is hardly reasonable to expect high fuel mileage at high speeds.

(3)—Solo, about 50-60 miles per gallon, either type, depending on piston displacement. Twin-cylinder motorcycles are made in 61, 72, 74, and 79 cubic inches displacement; four-cylinders in 80 cubic inches.

(4)—Reading Standard 3.375 in. x 3.75 in., 16 h.p.; four-cylinder, 2.375 in. x 3.00 in., 22 h.p. Manufacturers' ratings not specially reliable, as individual motors do better on dynamometer than catalogue horsepower. Why not get catalogues from the different makers and compare for yourself?

(5)—Depends on sprocket equipment and use (solo or sidecar). Usually in the neighborhood of 4.4 (top); 6 (intermediate), and 10 (low). We refer you to the various makes of motorcycle for further details. Ace and Henderson are four-cylinder models; Harley-Davidson, Reading Standard, Excelsior and Indian make twin-cylinder machines.

(6)—About 385 pounds minus sidecar; weight of sidecar adds 100 pounds and up, depending on model of sidecar.

(7)—The Henderson motorcycle is the only one made with a reverse gear. Price about $25 extra.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

The Ancient Alibi

"I always make this hill on high, but they gave me punk gasoline today."

Expensive Mileage

The automobilist who claimed that he made thirty miles on a gallon the other day is complaining that the farmer charged him $50 for towing him eighteen miles.

Like Ten Cents Worth of Meat for the Dog

Remember how big you felt when the traffic cop bawled you out?

Saith Punbad the Railer

Consider the horse. He goeth not ten parasangs an hour, neither doth he explode.

Our Own Dumb-bell

We know a man who thinks that a 61 model is a relic of the Civil War.

Putting Him Right

No, Rollo, Wells Bennett and Canonball Baker do not travel for the Atlantic & Pacific Tea Company. They just ride for fun between these two ponds.

Oh, Girls—Look at the Rainbow!

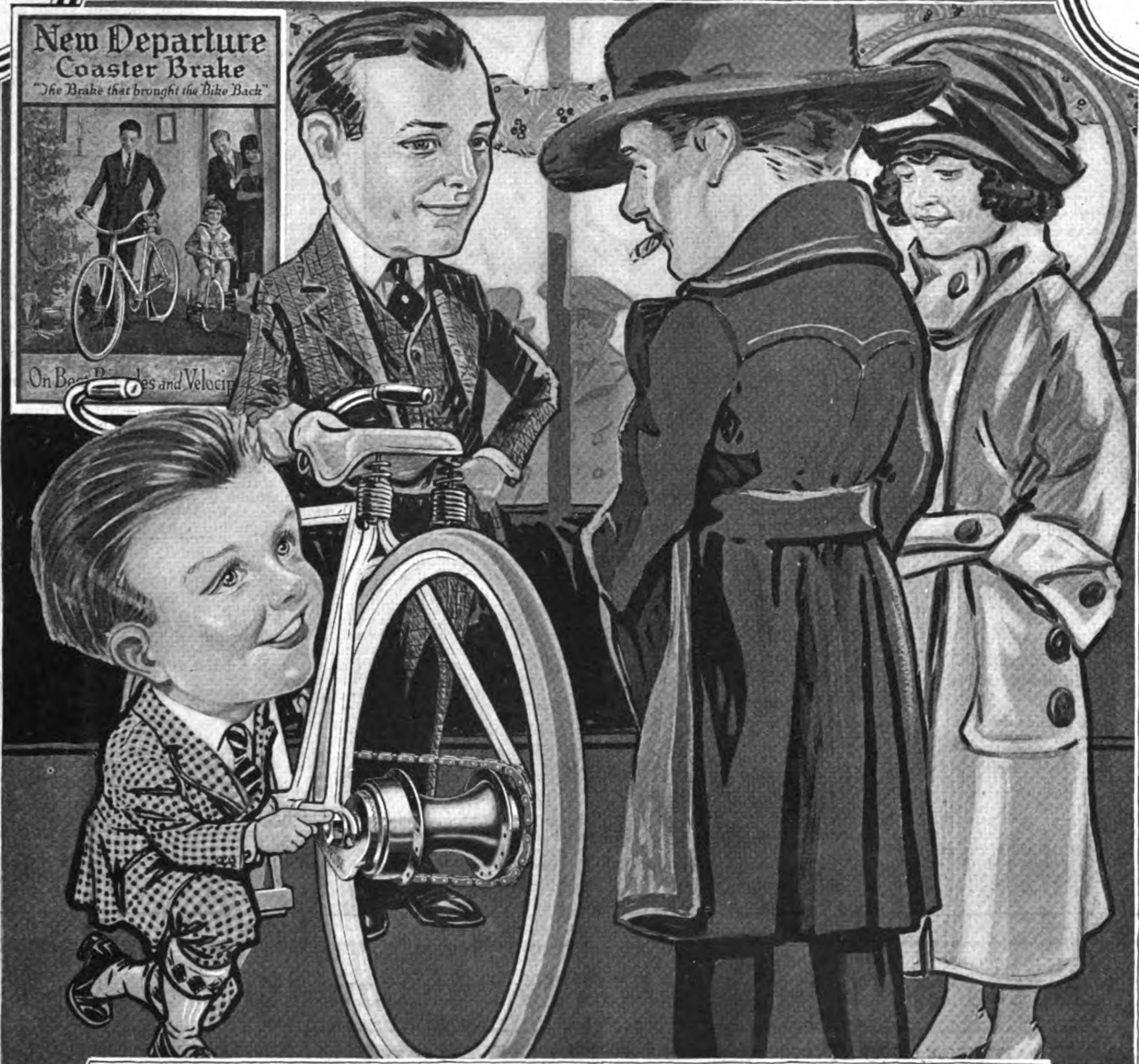
H. W. White
Frank Brown
W. R. Green
Mayo S. Purple
Reginald Pink

Who named 'em? Maybe Howard Dye.

Truth's Funnier 'n Fiction

A Milwaukee man driving along in his flivver saw the municipal patrol "wagon" come in ahead of him from an intersecting street. Curious to see who and what kind were the passengers enjoying this luxurious ride in the Pierce Arrow, the flivver pilot accelerated a bit. The patrol sped faster. Faster, too, went the flivverite, in his determination to draw up behind and satisfy his curiosity. Then a motorcycle officer, who was curious to see who the man might be who dared to drive his flivver the limit of its speed in the city, drew up and waved the flivverite to the curb.

Next morning the inquisitive one met the Pierce Arrow occupants, the motor cop, the judge, the court clerk and lots of other nice people. It costs money to travel in fast company and meet nice people.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GRENDA THE BEST "HOUND"

Newark, N. J.—Over some of the roughest spots in New Jersey the Bay View Wheelmen staged their annual hare-and-hound chase Sunday, November 26. Walter Grenda was the first hound to catch the hares at the end of the chase, making it the fourth win in that many years at this style of racing. John Utess finished a close second, Alfred Andres third and Conrad "Pop" Miller, who is over 50 years old, finished fourth. Charles Widaseck and Walter Pofahl, the two "hares" who laid the trail, started out at 6:30 Sunday morning along with Henry Krautter, Joe Chester and Fred Lauer dropping off one of the last three named at each of the three stations to guard the checks.

About 25 "hounds" started out from the club house at 9:30 to follow the trail which took the riders over the South Orange mountain reservation. Fred Taylor, Dave Lands and Sam Gastman, with Charles Jaeger and Anthony Young, who are training for the coming New York six-day race, also took to the trail for a little workout, which they surely got because there was a quite a little road work. Before reaching the first checking station the trail led up the side of a quarry and the riders had the time of their life climbing up there with wheels on their shoulder. John Utess, the first rider to reach the first checking station, was there about two hours before he found the check which was hidden behind a small stump in the woods. Some of the riders missed the first station by about 50 yards and went right on to the second station, where they found out their mistake, and after finding the second check they back trailed to the first station again, meeting Grenda and Utess, the first to get away from the first station on their way back. These two riders were also the first to start out for the third station after finding the second check, and the first to reach the third checking station. Alfred Andres and Conrad Miller were the only two riders out of that crowd who back trailed to reach the third station. There were quite a number of false trails which had the boys guessing. Between the second and third station the trail led over fences, then farms and swamps, and as the pros. did not care for that kind of riding turned back for the club again.

After finding the third check Grenda and Utess worked their way out to the road where the "hares" were waiting for the "hounds," Grenda just beating out Utess in the final sprint. Andres and Miller reached the third station together, but Andres was the first one to find the check so poor Miller was left there all alone. When he did spy the check in the hollow of a tree he was so anxious to get it that he nearly fell in the canal. Both Andres and Miller had easy sailing once they got out on the road and just rolled in across the tape. The riders covered about 36 miles on their bicycles and about 11 miles through the fields, swamps and the roughest roads in New Jersey. Only four riders finished with a perfect score, the rest dropping out before the second station was reached, as the going was very hard all the way. The chase finished up about 3:30, and all those who went over the whole course knew they were riding a bicycle and did not need anyone to rock them to sleep that night. It seems strange that all the old-timers should finish up while the youngsters dropped by the wayside, and much credit must be given to Miller who, although all in, would not quit, but was a tired man at the finish.

John Rahmsdorf, an active member of the C. R. C. A.

WITH THE E. C. W. LADS

Brooklyn, N. Y.—On Sunday, November 19, members of the Empire City Wheelmen held a pleasure trip to Manhasset, L. I., where a hill climbing contest was on tap for the ambitious climbers. A fleet of 30 riders left Eastern Parkway and Bushwick Ave. at 9 a. m. for the 20-mile ride to Manhasset, a slow pace being maintained, so as to allow the climbers no unnecessary expended efforts before the contest was on. Manhasset was made about 10:30 a. m. and after a brief rest the riders were sent away at intervals of three minutes each for the hill climb. Eighteen riders braved the steep hills of Manhasset in an endeavor to win prizes that were up for the climb. The distance of the climb measured 3-5 of a mile and was negotiated in the good time of 2:37 1-5. by J. Grier, one of the youngsters of the club, who was credited with making the fastest time. Lucas Muller made the climb in 2:47 2-5 and took down second honors. Third honors went to William Wherry, a better flat floor artist than a climber, in the good time of 2:48 2-5. William Henky captured fourth place in doing the course in 2:49. Fifth place went to Harold Messimer with a score of 2:49 2-5 for his efforts in the climb; sixth place was awarded to P. W. Pesch, said to be a good hill climber, doing the distance in 2:49 3-5. Competition for the climb was very keen, each man being timed individually. Only fifths of seconds separated some of the lucky riders. The hill, or rather hills, can be termed the steepest on the North Shore roads of L. I. and it required quite a bit of effort to negotiate them. The expressions of most of the riders at the finish explained fully their expended efforts. Tom Bello, who accompanied the boys on the trip, made an attempt on the climb and was clocked in 2:44 1-5. After the climb a run to Long Beach was held.

With the completion of the annual cup and championship series the members staged a ten-mile consolation race on the Ocean Parkway on Sunday, November 26. The race was originally slated to be a 15-mile affair, but owing to the small number of riders to compete it was cut five miles. The cold weather, hovering around the freezing point, cut the field down. After a good warming up, the riders were called together and sent away in the face of a bitter cold head wind, with each rider doing his share of the pace setting. After riding against the wind for five miles, the turn for home was made with the wind favoring the riders on their backs. About a mile from the finish Al Wright decided he'd make his bid by jumping the field. but soon gave up the job as a hopeless one when the field crept on him. Slowing down again, Fred Engel thought he would take a flier at a half-mile to go, being followed by R. A. Rom and V. Haarstick with the rest of the riders strung out with wheel lengths to spare. Realizing his futile efforts in maintaining the lead, Engel gave way to R. A. Rom and V. Haarstick, who battled it out nip and tuck until the finish line with Rom finishing but inches ahead of Haarstick. Alfred Wright finished up in third place and was coming very strong.

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GIAMPAOLI WINS U. S. I. RACE

New York City—Ed Giampaoli was the winner, from a field of 12 riders, of the feature race of several bike races held by the Unione Sportiva Italiana, on the Grand Concourse, Sunday morning, November 26. Giampaoli and L. Broglio started from the two minute mark and finished in that order. A. Quarello from one minute and forty-five seconds was third and O. DeCresenzo, two minutes, was fourth. J. Gallagher, 1½ minutes finished in fifth place.

"Spots" Eisele the lone scratch man made the fastest time. He caught the 30 second man but was unable to catch the limit men. Jack Visco showed he is the best of the Class B riders by winning the one-mile race for that class easily for the third consecutive time. The other three Jacks namely Stabile, Haggerty and Siciliana followed Visco in that order. J. Gallagher was the winner of the Class B Jr. sprint at one mile from L. Broglio second, E. Giampaoli third, Pete Broglio fourth. Order of finish in the Cork Race:

Pos.	Rider	Ha'c'p		
1.	E. Giampaoli	2:00	23:10	
2.	L. Broglio	2:00	23:10	1-5
3.	A. Quarello	1:45	22:55	2-5
4.	O. De Cresenzo	2:00	23:10	3-5
5.	J. Gallagher	1:30	22:40	4-5

FAST TIME

1.	"Spots" Eisele	Scr	21:30	1-5
2.	Jack Visco	:15	21:45	
3.	Jack Haggerty	1:15	22:26	

C. R. C. A. RIDERS IN RACES

New York City—Eleven riders of the Century Road Club Association showed up for the weekly "cork" races on Sunday, November 26, on the Grand Concourse and 161st St. Considering the terrific and cold wind that seemed to come from all directions, and which scattered the riders all over the length of the course, fair time was made in the two races that were contested, the five-mile open handicap and the three-mile Class B handicap. The usual one-mile Class A sprint was withdrawn on account of the entire field spilling in one grand heap near the home stretch, that is, excepting Eddie Umgetler and Frank Blodel, who showed their sportsmanship by refusing to finish the race, but stopped to give what aid they could to the fallen riders. Although luckily no one was hurt, several wheels were smashed and the unlucky owners had to carry their bicycles home by the subway.

Umgetler and Haller, riding from the 40-second mark, respectively, won the five-miler by a good lead over the field, with Marquard, scratch; Westerholm, 1:00; Canfield, 1:00, and Silver 20 seconds, straggled in one at a time to take a place. Time, 15 min.

A. Lesch, 30 seconds, outsprinted J. Rahmsdorf, 30 seconds, and C. Gavin, Jr., 30 seconds, in the three-mile, with L. Livet, 1:00, beating the other riders for fourth position. Time, 9:10. The winners of the neatness contest are as follows: 1, H. Wagner; 2, L. Livet; 3, S. Ahern; 4, C. Garvin, and 5, J. Ramsdorf.

After the races eight pleasure riders including Capt. Haller conducted a pleasure run to White Plains, though they had to buck against the strong head-wind in going out, and that the weather was very cold, all the riders were properly clad and enjoyed the trip throughout. The route was taken via the Grand Concourse, Jerome Ave., Central Ave. and direct to White Plains via the White Plains road. The return journey for home was started at 3 p. m. going via the White Plains road leading through Tuckaho and Mt. Vernon, then via the Bronx Parkway, Webster Ave. and Jerome Ave. to the Grand Concourse and home. On the return trip they rode with the wind and made very good time.

COLD WEATHER SCARES RIDERS

Brooklyn, N. Y.—Cold weather scared the riders away when the C. R. C. A., Long Island Division, held the final races of their point series on Sunday, November 26. A ten-mile handicap and a half-mile scratch race was run and Harry Hoglander won both of them, Joe Tilgner taking second in each. Only six riders showed for the ten-mile race, four of them being on scratch and two on 3½ minutes. The scratch men overhauled the handicap men at 7 miles. In the last quarter Joe Caldwell started the sprint, but was unable to hold it and was beaten by Harry Hoglander, Tilgner, L. Werner and Walter Caldwell, who finished as named. Walter Caldwell was third in the half-mile and Werner fourth.

Harry Hoglander won the point race series with a total of 33 points. The others finished as follows: Joe Tilgner, 32; Walter Caldwell, 23; Fred Zierow, 21; Louis Werner, 15, and Joe Caldwell, 12. Joe Shad won the Class B series with 19 points to 15 for Jack Fried; 12 for Louis Werner; 10 for Fred Seiferlien, and 9 and 8, respectively, for A. Henkin and W. Newbould.

ACME CLUB FINISHES HANDICAP

New York City—The Acme Wheelmen held the final handicap race of the season Sunday, November 26, over the Pelham Parkway Course, starting at White Plains Ave. going to the City Line and return, making a distance of 13 miles. A large field competed, getting a good workout for the sprint races prior to the six-day race.

The individual honors went to Thomas Whittard who was alloted a handicap of 2 minutes, 30 seconds, and who led Herbert Fischer from the same mark over the tape in a spirited finish, inches separating the riders at the finish. By steady riding after making the north turn they managed to lead the field home by a safe distance, there being 40 seconds before the next rider finished.

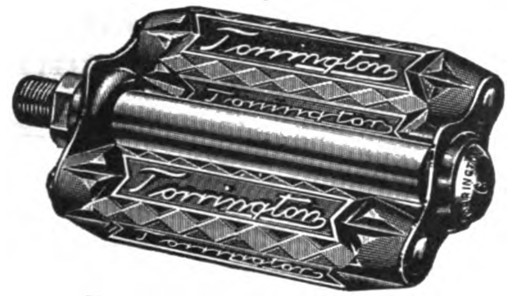
The back markers put up a hard fight getting all those in front of them except the winner and the second man. In a hard finish Joe Schaefer, riding from scratch, beat out Theodore Schliesman, scratch, and Hugo Schliesman, one minute, for the places. Now that the local racing season is closed there will be pleasure trips held each Sunday starting from the club house at 10 a. m. These trips will be taken each Sunday as long as it is possible to ride the roads. The finish of the race is as follows:

Pos.	Rider	Ha'c'p		
1.	Thos. Whittard	2:30	30:40	
2.	Herbert Fischer	2:30	30:40	1-5
3.	Joe Schaefer	Scr	28:55	
4.	Theod. Schliesman	Scr	28:55	1-5
5.	Hugo Schliesman	1:00	29:55	1-5
6.	Robert McConaghy	1:00	29:56	
7.	John Amabile	Scr	28:56	1-5
8.	David Corbett	1:30	30:34	
9.	Salv. Grasso	1:30	31:20	
10.	Jack Denov	2:30	31:25	

LADIES TO ASSIST CLUB

Ottawa, Ont.—The lady members of the Roamer Bicycle Club, Ottawa, are arranging a special bazaar in aid of the club, which is being held in the showrooms of Byshe & Co., 223 Bank St., local bicycle merchants, on Sadturday, December 2. For weeks fifteen young ladies of the club have been engaged in knitting and sewing articles of wearing apparel and household goods for the bazaar, and arrangements were also made to have cakes and other eatables on sale. The girls have also arranged to hold a dance in the regimental recreation room of the Governor-General's Foot Guards on Wednesday evening, December 6, many of the local bicycle racers being members of the Guards regiment.

No. 6 Torrington



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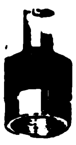
the tire valve insides and caps with the many exclusive features.



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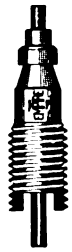
EMPIRE tire valve insides will fit any make of tube and are guaranteed to be satisfactory—any defective valve being replaced free of charge. Valve seat and outside packing ring make it absolutely air tight.



See These Valve Insides and Caps at Your Dealer

THE EMPIRE SALES CO.

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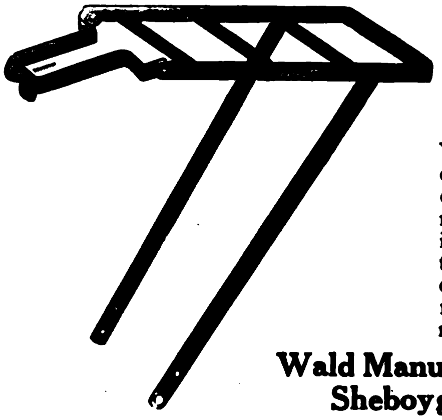

No. 108

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Sheboygan, Wis.

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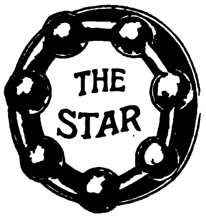

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There is no better Pump made than the Light Black Celluloid Pump, bearing the famous Bluemel name.

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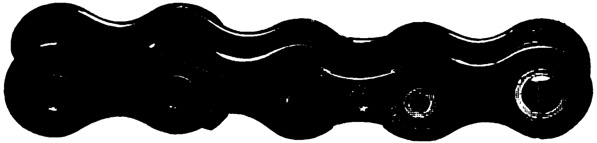
154 NASSAU STREET NEW YORK

Use a Chain of Known Quality!



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USE A CHAIN OF KNOWN QUALITY

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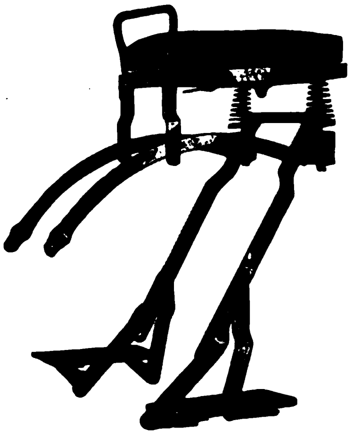

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Insist on the

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FENTRESS-NEWTON
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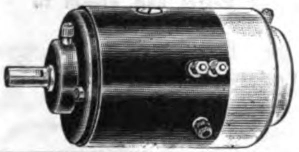
IMPROVED LIGHTING UNITS
POSITIVE REGULATION

DIRECT LIGHTING and BATTERY CHARGING

GENERATOR



6-8 volt 6 or 10 ampere capacity

REGULATOR

For voltage or current

ATTACHMENTS FOR ALL MAKES OF MOTORCYCLES
BUY FROM YOUR DEALERS OR DIRECT FROM

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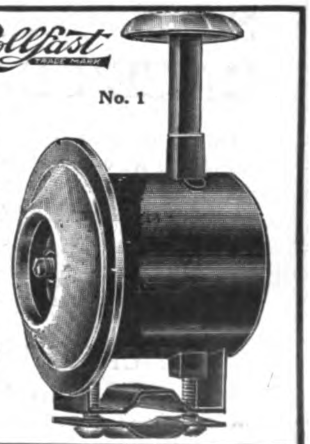
1333 S. Los Angeles St. Los Angeles, U. S. A.

NEW and IMPROVED

Rollfast TRADE MARK

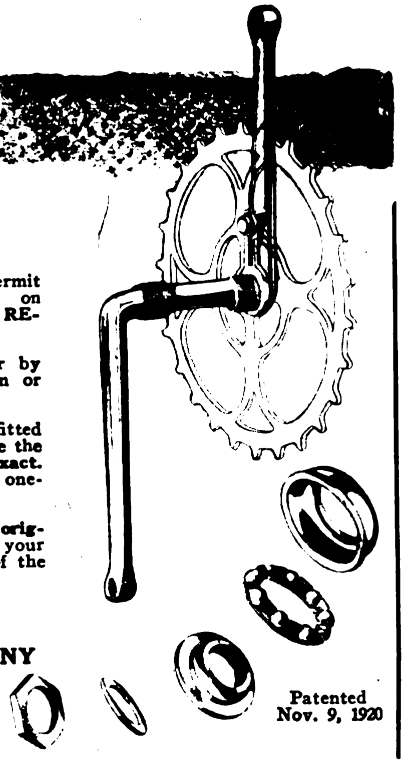
ROLLFAST HORN



Rollfast No. 1 Horn vibrates on both up and down strokes. Has no dead center. Few working parts. No springs or delicate parts to break, get out of order or cause trouble. Black enamel. Nickel face.

D. P. Harris Hardware & Mfg. Co.

99 Chambers Street at Church
New York City



This stud—

and the grooved crank permit you to use any sprocket on **STEVENS ONE-PIECE REPAIR HANGER.**

So you save money either by using the old sprocket again or any sprocket in your stock.

The Stevens Hanger is fitted easily and accurately, because the cup and cone sizes are **exact.** This hanger fits any standard one-piece bracket perfectly.

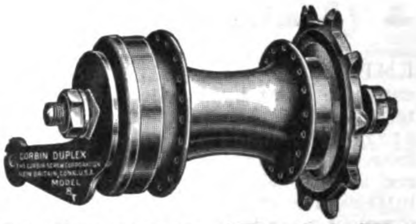
It's the equal of the finest original equipment. Just tell your jobber the inside diameter of the bracket.

Ask for
new Catalog 91

STEVENS & COMPANY
375 Broadway New York

Patented
Nov. 9, 1920

STEVENS EQUIPMENT



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Made and backed by Corbin for 21 years. Safe in traffic and responds surely when quick, positive braking is necessary in emergency.

Standard or optional equipment on practically all 1922 makes of bicycles. Performs perfectly as long as the bicycle lasts.

CORBIN SCREW CORPORATION
AMERICAN HARDWARE CORPORATION, Successor
218 High Street New Britain, Conn.
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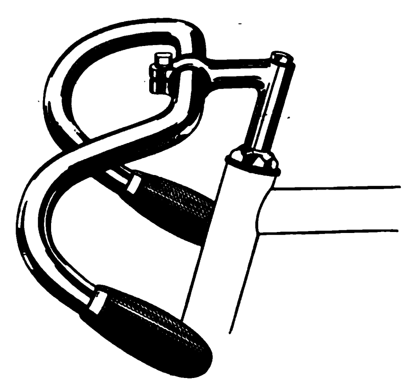

SIX-DAY RACER BAR

—Up to the minute. A wonderful bar, which sells wonderfully well—a bar of distinction, "classy," as the boys put it, a bar that's a thoroughbred, that belongs on racing and other high grade models.

A proven winner for everyone that has stocked it. Have you?

Prices and catalog on request

CHICAGO HANDLE BAR CO.
SHELBY, OHIO
Originators of the Braced Bar and other leading styles.

THE
MOTOR WORLD

INCORPORATING
THE

Scottish Cyclist and Motor Cyclist

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Annual Subscription, Post Free
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A weekly Journal invaluable to all interested in the Internal-Combustion Engine, its uses and its developments.

Deals with Motoring in all its phases, including Motor Cycling, and with the application of Petrol and Steam to Agriculture.

Brightly Written Profusely Illustrated

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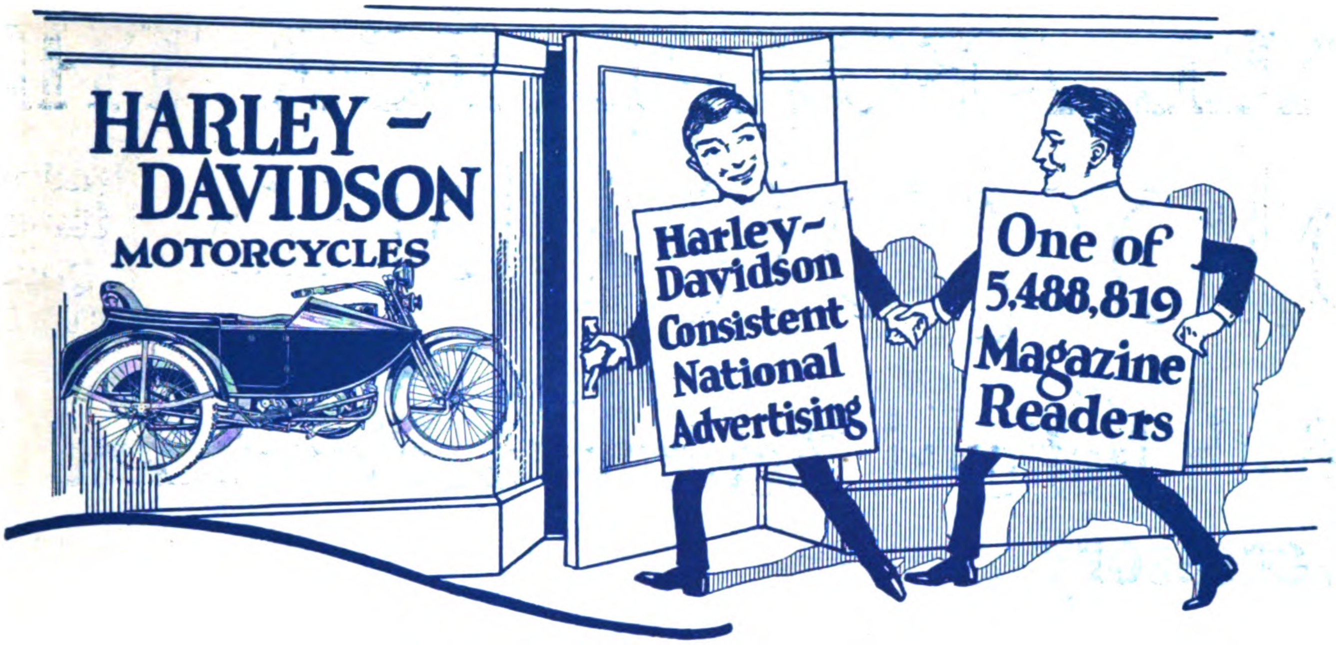
73 Dunlop Street, GLASGOW


HARLEY-DAVIDSON
MOTORCYCLES
Harley-Davidson Consistent National Advertising
One of 5,488,819 Magazine Readers

Bringing Prospects and Profits into our dealers' stores

See the current Harley-Davidson advertising in these nationally circulated magazines:

- Field & Stream
- National Sportsman
- Hunter-Trader-Trapper
- Popular Mechanics
- Popular Science Monthly
- American Legion Weekly
- Illustrated World
- Farm Journal
- Farm & Fireside
- Successful Farming
- Country Gentleman
- American City
- State Trooper
- R. F. D. News

—making a grand total of

5,488,819

Readers

THERE is no black magic to advertising. Telling millions of magazine readers about this wonderful outdoor sport of motorcycling, the 10 big, new improvements and the new, reduced prices makes it easier for our dealers to sell the 1923 Harley-Davidson. Logical, isn't it?

But more than that, Harley-Davidson all year round, ***every-month-in-the-year*** national advertising is daily bringing ***prospects*** and ***profits*** into our dealers' stores.

The Harley-Davidson dealer's profit is greater because his investment turn-over is faster. Doesn't this kind of constructive and productive factory-and-dealer teamwork interest you?

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.
World's Largest Builders of Motorcycles and Sidecars

1923 HARLEY-DAVIDSON
The New World's Champion

ALL ABOARD FOR THE BIG SHOW

Ninth National Motorcycle, Bicycle and Accessory Show

69th Regiment Armory, (Between 25th and 26th Sts.)
NEW YORK

February 12th to 17th, 1923

First Cycle Show Held In New York Since the Fall of 1916

Everything New in Motorcycles, Motor Wheels, Bicycles, Accessories, Velocipedes, Coaster Wagons and Wire Wheel Goods.

Nightly Entertainment.

Music by Paul Whiteman, Inc., 12 Piece Orchestra.
Dancing, Concert Singer, Bicycle Polo, Bicycle Roller Racing for Metropolitan Championship, Motorcycle Clothing Style Show.

More Details to Follow

MR. MANUFACTURER AND JOBBER:

An unheard of opportunity to place your product before the Jobbers, Dealers and Users, at a time when all are ready to buy.

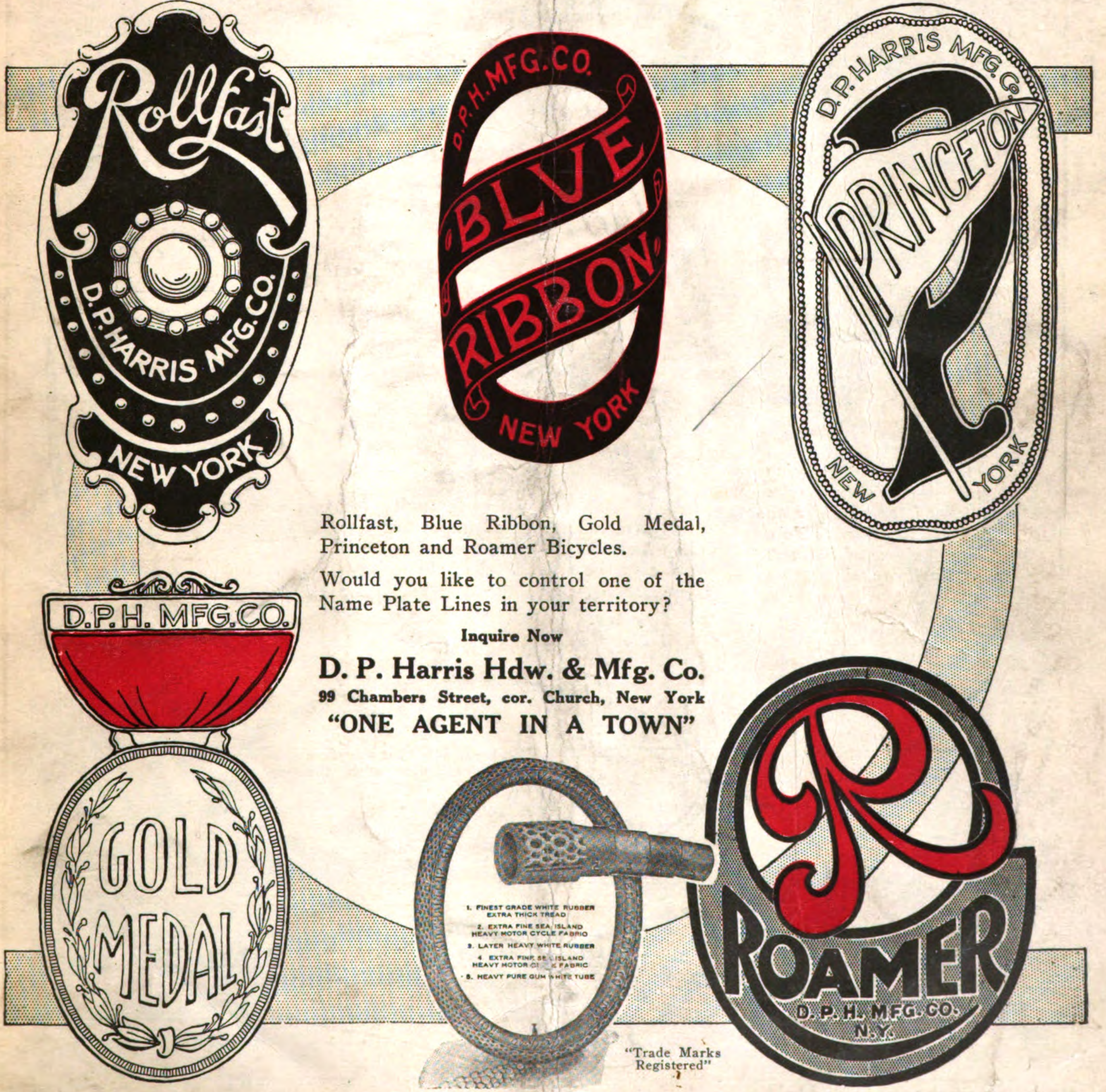
Write A. B. Coffman, Manager, 326 W. Madison St., Chicago, Ill.,
for full information.

Show Committee:
Arthur Davidson, Chairman; F. W. Schwinn, F. J. Weschler, C. W. Plass.

N
De 9 '22

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine


Rollfast
D.P. HARRIS MFG. CO.
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BLUE RIBBON
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GOLD MEDAL
1. FINEST GRADE WHITE RUBBER EXTRA THICK TREAD
2. EXTRA FINE SEA ISLAND HEAVY MOTOR CYCLE FABRIC
3. LAYER HEAVY WHITE RUBBER
4. EXTRA FINE SEA ISLAND HEAVY MOTOR CYCLE FABRIC
5. HEAVY PURE GUM WHITE TUBE
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ROAMER
D.P.H. MFG. CO.
N.Y.

Rollfast, Blue Ribbon, Gold Medal, Princeton and Roamer Bicycles.

Would you like to control one of the Name Plate Lines in your territory?

Inquire Now

D. P. Harris Hdw. & Mfg. Co.

99 Chambers Street, cor. Church, New York

"ONE AGENT IN A TOWN"

"Trade Marks Registered"

FIFTEEN CENTS NEW YORK DECEMBER 7, 1922

Motorcycle Riders

Have you ever thought of
becoming an INDIAN Motocycle Dealer?

Hundreds of our most successful dealers started as riders, having saved up a little, or gotten a friend to invest a very little to start them.

Their enthusiasm for INDIAN, its sterling worth and popularity and the help given by our exclusive INDIAN Dealer's Franchise, have made them successful.

They own their businesses, comfortable homes, have money in the bank.

Our plan of financing the dealers' time sales makes it possible for an INDIAN dealer to do a large volume of business on small capital.

You can make money as an

Indian

Motocycle Dealer

There is an unusual opportunity for you now, as we have a number of important cities and towns in which we can offer the exclusive INDIAN Franchise to the right kind of riders.

This is the opportunity you've been waiting and hoping for.

The territory is going fast.

Mail the Coupon and obtain our free booklet "What You Get with the INDIAN Franchise."

Address Dept. I.

Coupon
Name ....
Street ....
Town ....
Age ....
Present Occupation ....
State ....
Dept. I

HENDEE MANUFACTURING CO.
Largest Motorcycle Manufacturer in the World
SPRINGFIELD, MASS.

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Vol. 18 ***December 7, 1922*** ***No. 49***

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Entered as second-class matter March 29, 1921, at the post-office at New York, under Act of March 3, 1879.

GOODRICH SILVERTOWN CORD

Why you should *push* SILVERTOWNS

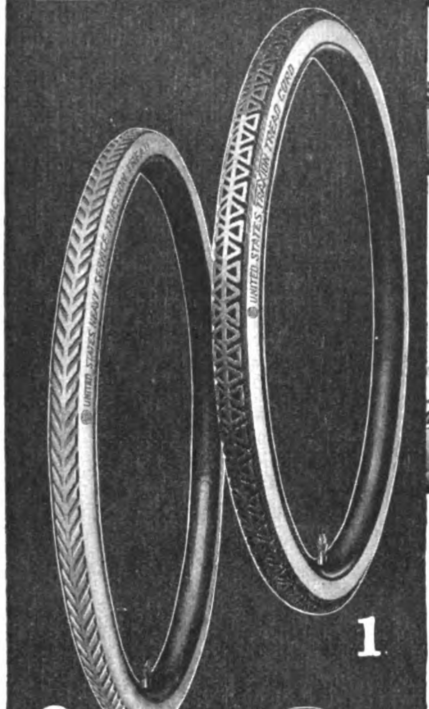
It is the finest and fastest selling bicycle tire made today.
It gives twice the mileage of the average bicycle tire—two years of tests proved that.
It carries with it the great prestige of the best known and best liked automobile cord made, Silvertown Cord.
It is identical in construction, color, stamina, and beauty with its big brother.
It gives greater speed and lighter and easier riding.
It is almost impossible to puncture.
It is leakproof.
It is the most economical money can buy—figured on mileage return on the investment.
It is the tire most in demand.

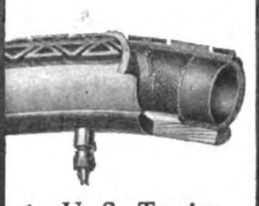
THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio

THE B.F.GOODRICH CO. AKRON, O. U.S.A.

"Best in the Long Run"

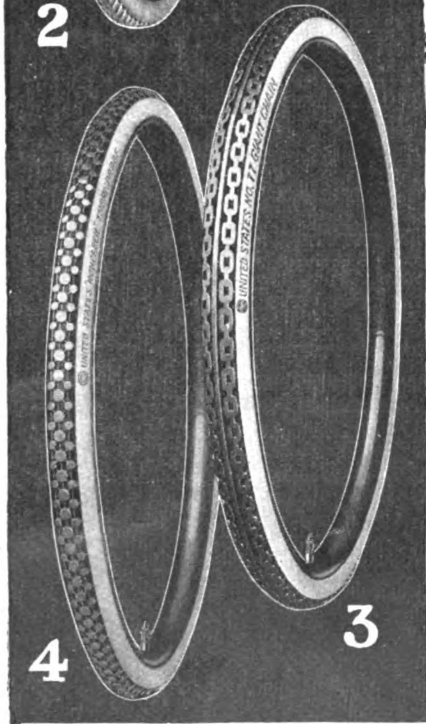
The New 1923 Line of U. S. Bicycle Tires

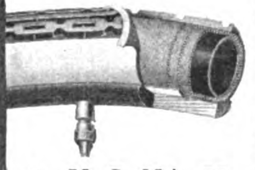




1. **U. S. Traxion Tread Cord—** White Sides, Black Tread, Cord Fabric Construction.

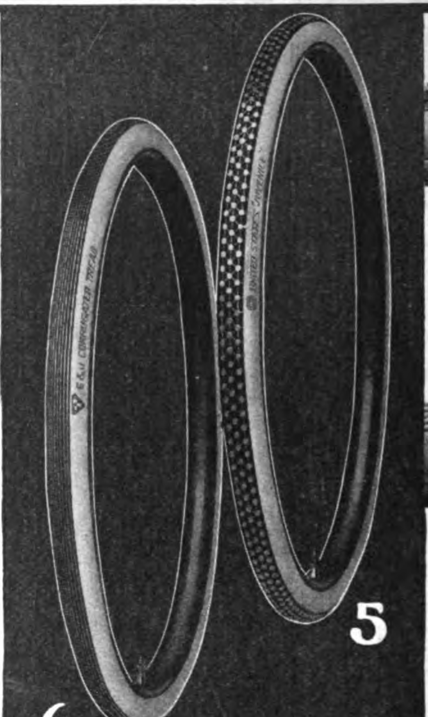
2. **Heavy Service Traction Tread** —All White Rubber —2 Plies, Motorcycle Fabric.





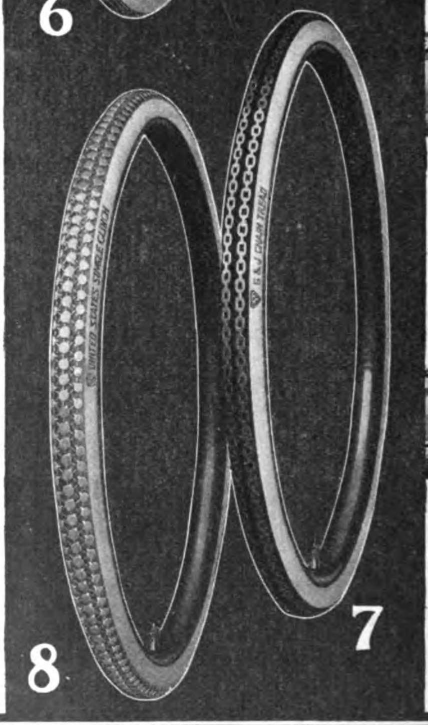
3. **U. S. No. 77 Giant Chain—** White Sides, Black Tread, 3 Plies, Bicycle Fabric all around.

4. **Nonpareil Thornproof—** White Sides, Red Tread, 2 Plies Bicycle Fabric, 1 Strip Thornproof, Large Studded Tread.



5. **U.S. Juvenile—** White Sides, Red Tread, 2 Plies Bicycle Fabric, Large Studded Tread.

6. **G. & J. Double Clinch Corrugated—** Grey Sides, Red Tread, Thread Fabric.



7. **G. & J. Double Clinch Chain—** White Sides, Black Tread, Thread Fabric.

8. **U. S. (G. & J. Style) Single Clinch—** Grey Sides, Red Studded Tread, Square Weave Fabric.

U. S. Bicycle Tires

United States Rubber Company

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Volume 18, No. 49 December 7, 1922

Show Space Over Half Sold

Directors of Trade Associations Hold Joint Conference at Buffalo—Plans for National Exhibition Well in Hand

By W. H. Parsons

"OVER half of the space for the National Motorcycle, Bicycle and Accessory show has already been contracted for," reported Show Manager A. B. Coffman, to the Board of Directors of the M. and A. T. A., when they met in Buffalo Tuesday to consider details of the show plans.

"It is not a week since the story of the show with application blanks was mailed to the prospective exhibitors," continued the show manager's report, "and the show is over two months ahead, so it is evident that space is likely to be at a premium before the doors are opened. Indeed, some of manufacturers are not taking any chances even this far ahead. One wired for space reservation immediately on receiving the application blank."

Tuesday was a busy day for the show manager. He allowed no grass to grow under his feet. Besides attending the meeting of the M. and A. T. A. directors, he arranged a joint meeting of the M. and A. T. A. leaders and the Bicycle Manufacturers and C. T. A. Publicity committee who were meeting in Buffalo on the same day. Then just to make it a real day he went out and got a couple contracts for exhibition space from Buffalo exhibitors. Yes it was Coffman's busy day.

The big window posters, 5,000 of which will be distributed to dealers throughout the country, are just off the press, and one of them was shown to the committees present. Printed on buff paper in red and blue ink, a three color effect is obtained, making a poster that will be an ornament on any dealer's wall. They will be distributed immediately after the holidays.

At the joint meeting of the Motorcycle and Bicycle men which was held at the Buffalo Club, this being "Bill Schack's" hang-out, and Bill generally acts as host when the bicycle crowd collects in Buffalo. At this meeting the plans for the show were explained in detail to the bicycle men, and their suggestions asked. Some excellent suggestions were made in the general discussion that followed, and several of the bicycle men present indicated that they would be found among those present on the exhibitors' list at the New York show. Because of the fact that the bicycle manufacturers held a show in Atlantic City last September there was some uncertainty as to how many of them would be represented at the New York show. Tuesday's meeting indicated that most of them will be there.

Those present were: President J. P. Fogarty, of the B. M. A.; President L. N. Southmayd of the Cycle Parts and Accessories; Secretary-Treasurer W. G. Schack of the B. M. A., who is also Chairman of the Publicity Committee of the C. T. A.; H. J. Pruett, W. M. C. Foster and H. P. Hansen, of the C. T. A. publicity committee representing the Bicycle, Parts and Accessories and Jobbing interests, and President George T. Briggs, Vice-President Dan Wetzel, Secretary A. B. Coffman, Treasurer Arthur Davidson, Directors Frank J. Weschler, C. W. Plass, C. E. McGavin, and E. K. Gordon, representing the M. and A. T. A. The Trade papers were represented by W. H. Parsons and T. J. Sullivan.

At their separate meeting the publicity committee of the C. T. A. made some plans which will be announced later.

Besides considering the show, the M. and A. T. A. directors re-elected President George T. Briggs, a member of the board of directors of the C. T. A. for the three year term; voted to continue membership in the international association, known as the F. I. C. M.; received an invitation from the Syracuse Motorcycle Club to hold the National Rally on the New York State Fair Grounds at Syracuse, next year, this being laid on the table until after the show; voted to recommend to the competition committee that John U. Constant be reinstated as an amateur; discussed the possibility of inaugurating a system of group insurance along the lines of the Reading Club plan, and adjourned until Jan. 10, when the annual meeting will be held at the Hotel Astor in New York.

There was a meeting of the Metropolitan show committee, composed of a iumber of metropolitan dealers, at the Prince George Hotel, N. Y., Thursday night. Manager Coffman, and Chairman Arthur Davidson of the National Show Committee, C. W. Plass, and J. B. McNaughton, were also present as well as representatives of many of the New York jobbers and distributors.

With *the* Trade

NEW DAVIS SALES MANAGER

Dayton, Ohio.—Mr. H. Thompson, who has been a member of the Davis Sewing Machine Co. organization for some years, has been promoted to the position of General Sales Manager.

CAN MAIL DUTIABLE ARTICLES

Washington, D. C.—Dutiable articles may now be imported into Switzerland by letter mail, provided that the envelopes in which they are inclosed bear a conspicuous colored label containing the following statement: "To be submitted to the customs."

FOREIGN TRADE CHANCES

Washington, D. C.—Information on the following trade opportunities will be furnished by the Bureau of Commerce by mentioning the opportunity number:

Party in Sweden desires to purchase bicycles and accessories. Refer to opportunity No. 4419.

GOODRICH'S NEW POLICIES

Akron, Ohio—Definite policies that will assist the jobber, and in turn the dealers are being formulated by A. G. Underwood, manager, Cycling Tire Division, B. F. Goodrich Co., Akron, O. Mr. Underwood is an aggressive and tenacious type of sales manager who gets results. He is after big business in 1923 and big doings may be expected from Mr. Underwood's department.

"SUCCESS REFLECTS EFFORT"

Springfield, Mass.—There is a world for thought in this wonderful little story which appeared in a recent issue of Motorcycle and Bicycle Illustrated, and a reprint of which is attached to this issue. Read it once, then read it again several times. The final resting place for it should be in a neat frame right over your desk where you could refer to it often. Good "horse sense" is written into every line of this article.—Hendee Contact Points.

DUTCH BRAND AT THE SHOW

Chicago, Ill.—Van Cleef Bros. are among the first in with application for space at the National show to be held in New York next February. Mr. Felix Van Cleef says:—"We want to say at this time that we are confident that this show will be fully as great a success, if not more so than any show held in the past and you have our wholehearted support in making the above statement a fact." This firm realizes the big opportunity afforded by the Ninth National Motorcycle, Bicycle and Accessory Show to sell their old customers, make new ones and place their product before a multitude of users.

CHANGE CUBAN POSTAL RATES

Washington, D. C.—American Commercial Attache Paul L. Edwards reports from Cuba that the domestic postal rate on first class mail matter has been increased from its former 2 cents to 3 cents per ounce or fraction thereof. First-class mail to foreign countries, which has been handled at the 2-cent rate, will now require 3 cents postage—a matter of importance from the American standpoint. The law became effective October 30 (the date of its publication in Gaceta Oficial), and the additional postage has been required since that time.

FAITH WINS

Erie, Pa.—"The real thing about business revival is that those who have faith in their product, in their organization and the bicycle industry are not the ones at the mourner's bench," declares Miss Addie May Humphries, advertising manager of the Continental Rubber Co., manufacturers of Vitalic Bicycle Tires. "This is true, because the dealers always welcome a manufacturer who speaks with conviction, good cheer and restraint." Miss Humphries, as a good advertising manager, does this, which probably is the reason she receives so many letters from bicycle dealers, telling her of the good quality of Vitalic tires.

"BROWNIE" CARSLAKE FINDS "IT PACKS"

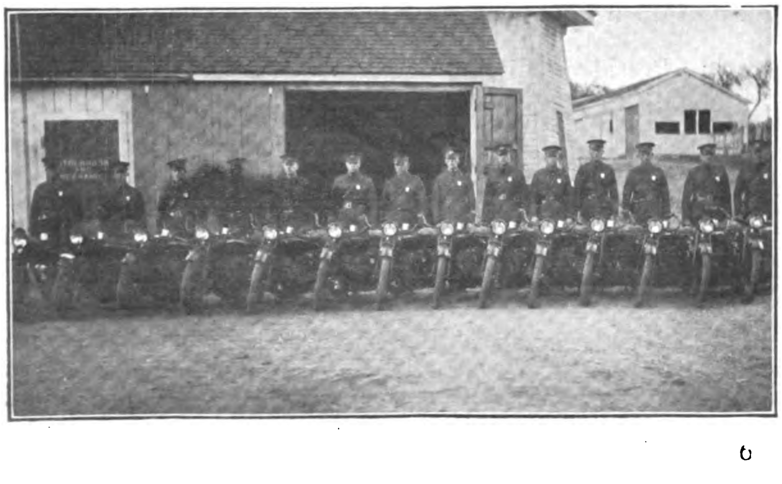
Akron, Ohio—First snowfall in Akron, white furry flakes signified Old Man Winter is here again. "Brownie" Carslake tramped across to the Firestone Club for lunch with a few of his associates. Suddenly, he stooped down, scooped a handful of soft snow and exclaimed, "Oh boys, it packs" and let fly the snowball at one of the fellows. That little incident gives an insight to the fun-loving boy in the man. Whether in play or the serious game of business, "Brownie" Carslake just revels in it. No man loves the motorcycling and bicycling industry more than he does. He grew up in it from its infancy. First as a famous bicycle racer, then as a motorcycle. Played the game for all it was worth. Always out to win, honest, straight as a die. No wonder there is no man better known or more beloved by old-time riders, dealers and manufacturers. They all admire, respect and are happy to call him a friend. "Brownie's" ambition is to attend the big New York show in February, if only the doctors will permit him. No one will receive a more hearty welcome by all than the same "Brownie" Carslake.

DIAMOND REDUCES CHAIN PRICES

Indianapolis, Ind.—On December 1 a new schedule of reduced prices went into effect on the Diamond line of chains for bicycles and motorcycles. "This reduction," says Mr. L. M. Wainwright, president of the Diamond Chain & Manufacturing Co., Indianapolis, "is the direct result of a largely increased demand for our chains from our customers, both at home and abroad. Especially is this true of our export chain orders. While many manufacturers in America have found foreign business extremely hard to get this year, we have, in the past few weeks, been fortunate enough to experience a decided increase in orders from chain buyers in a large number of foreign countries where we have sales representatives. This greater export demand, coupled with the constantly growing requirements of domestic customers, has given our factory a volume of orders which makes it possible to reduce substantially our production costs. This saving we are passing along immediately in the form of reduced prices to users of bicycle and motorcycle chains. Incidentally, the new prices are the lowest at which our present chain models have ever been sold and we are confident that, at these prices, buyers of these chains are getting the greatest possible value for their money."

MALDWYN JONES JOINS WHEELER-SCHEBLER

Indianapolis, Ind.—The addition of Maldwyn Jones, well known motorcycle race driver and engineer, to the engineering staff of The Wheeler-Schebler Carburetor Company, in the capacity of Engineer in charge of motorcycle carburetion, greatly strengthens this already very capable department. Mr. Jones is widely known and well liked in the motorcycle field, in which he has been associated since 1910. During the years of 1908, '09 and '10, he was a student at the Ohio Mechanics' Institute of Cincinnati, Ohio; prior to which time he had built a machine of his own, from which he gained considerable experience. In 1910, riding a 3½ h. p. Marsh Metz, on a half-mile oval, he made his initial appearance on the track in his home town, Lebanon, Ohio. In the Fall of 1911, Mr. Jones was employed by the Merkel Co., located at Middletown, Ohio; and in the Summer of 1912, rode his first "trade rider" race, at Hamilton, Ohio, on a flat belt, ported, single Merkel. One first and two seconds were his share of this race. He continued to meet with success in the many races which followed, and during the season of 1914, '15, '16 and '17, won 85 per cent. of the races in which he finished. In 1915, he and Cleo Pineau, riding as a team, won the 100 mile relay race on the Toledo half-mile track. The record average of 34 seconds per lap for 100 miles they established in this race still stands. Late in 1917 found Mr. Jones employed at McCook Field, Dayton, Ohio, in the experimental motor test laboratory. He remained here until 1921, and during this time gained much valuable knowledge and experience from this work. Mr. Jones comes well qualified for his work, and is an enthusiastic motorcycle booster.



Part of the Massachusetts State Constabulary, which uses motorcycles shod with U. S. Traxion Tread tires.

NEW ATLAS BALL SALES MANAGER

Philadelphia, Pa.—W. H. Crap, who for a number of years has been Purchasing Agent for the Hess-Bright Co., and has had wide experience in the Automotive industry, has taken the position of Sales Manager for the Atlas Ball Co. Mr. Crap has also been active in the Purchasing Agents' Association of Philadelphia. Having a thorough knowledge of the buying end of the game, he should be well qualified to tackle the selling end.

OUR HUSTLING SECRETARY

Cleveland, Ohio.—Genial good fellow, A. B. Coffman arrived in Cleveland, Saturday, on the way to the meeting of the M. & A. T. A. directors at Buffalo, Tuesday. He put in several days calling on Cleveland tradesmen. He was all enthusiasm about N. Y. C. show. Says manufacturers are clamoring for space, probably more than he will be able to give them, and that the dealers all say they will attend.

CO-OPERATION HIS MIDDLE NAME

Akron, Ohio—H. Gerhold, Cycle Division Sales Manager, Firestone Tire & Rubber Co., is a genius when it comes to giving manufacturers and dealers co-operation that results in good will and sales for both. This service in turn means more tire sales for Firestone. He has a knack for novel ideas, suggestions and letters and circulars with a good advertising slant that brings home the turkey which makes permanent friends for the Firestone company. When competition is keenest and work harder, there is always a big market for a tire that has quality, says Mr. Gerhold. For proof as to quality, look up the record of "Cannonball" Baker on his cross country jaunt on the Neracar using Firestone tires.

"MAC" ON FINANCING

Akron, Ohio—H. P. McWilliams, Cycling Tire Division, B. F. Goodrich Co., Akron, O., believes that the bicycle and motorcycle dealers would be much more successful if they would give more consideration to financing and credits. He says the most important thing for a dealer is to establish credit—a business reputation in his community. He must have character, inspire the confidence of his customers, and fellow merchants, study the business thoroughly, work carefully, accurately and industriously, and if customers do not come in, go out after them. But first arrange for financing the business. No one knows dealer problems better than McWilliams. He spent the Thanksgiving holiday season at the factory, making plans for spring business.

ZIMMERMAN JOINS WESTFIELD

Westfield, Mass.—Walter L. Zimmerman, who has been connected with the Broadway Cycle Company of Philadelphia, Pa., traveling the territory of Pennsylvania, has joined the sales staff of the Columbia makers to promote the sale of these bicycles in Ohio. Mr. Zimmerman has been previously associated with other prominent jobbers, and has gained much valuable experience in the bicycle business. Mr. Zimmerman states that he always wanted to tie-up one of the leading manufacturers, and with the new policy of the Westfield Manufacturing Company, now in effect, feels that he can more than prove himself. Mr. Zimmerman has already left for Ohio following a conference at the office of the Westfield bicycle makers, and a thorough investigation into the manufacturing processes and sales and advertising policies.

Maldwyn Jones, who joins Wheeler-Schebler Engineering.

ALDRICH ON ROAD FOR NERACAR

Syracuse, N. Y.—Sales Manager E. K. Gordon, announces that A. G. Aldrich has joined the Neracar road corps. Aldrich who has had many years of experience in the trade will cover Southern territory. Aldrich began as a dirt track racer and race promoter many years ago, out in Wisconsin and has been connected with the trade as a retailer, factory service man, instructor in a government motorcycle school at Camp Holabird and with the Maryland State Police. He knows motorcycles from A to Izzard and says Neracar is the elephant's trunk.

Walter L. Jimmerman, who has joined the sales force of the Westfield Mfg. Co.

A GOOD CHANCE FOR ACCESSORY MAKERS

Washington, D. C.—The Department of Commerce announces that Velocipedaktiebolaget August Lindblad, Tunnelsgatan 20, Stockholm, Sweden, desires to purchase accessories direct from manufacturers. Method of quotation and terms of payment are to be arranged by correspondence which should be in English. Financial references: Skandinaviska Kredit A. B., Stockholm; A/B Svenska Handelsbanken, Stockholm; Irving National Bank, New York; National City Bank, New York. This firm is one of the largest Swedish importers of motor vehicles and now handles Harley-Davidson motorcycles, traffic trucks and Reo and Earl cars.

GREECE RAISES MOTOR DUTIES

Washington, D. C.—Acting Commercial Attache R. O. Hall reports from Athens, Greece, that by the terms of a decree dated August 29, 1922, and effective on the date of its publication in the Official Gazette of August 31, the import duty on motor cars and motorcycles, increased under the revised customs tariff of June 24, 1922, has been doubled. Below appear the new rates, levied upon net weight:

	Gold drachmas per 100 okes. General.	Conventional.
Motor vehicles:		
Four passenger—		
Open	220.68	110.34
Closed	331.02	165.52
Six passenger—		
Open	413.80	227.58
Closed	689.66	379.30
Motor cycles with sidecar no car in tow	165.52	124.12

United States imports are entitled to conventional rates of duty.

In addition, motor vehicles of all kinds, circulating in Athens, Piraeus, and Salonica, are subject to a special tax from 100 to 900 drachmas per annum for each seat, depending on the character of the vehicle, its horsepower, and seating capacity. Motor vehicles in cities outside of those mentioned pay only one-fourth of this special tax. Cars belonging to hospitals or first-aid stations are exempt from this levy.

[An oke is equivalent to 2.8 pounds. The above duties are quoted in gold, but are payable in paper drachmas at five times the basic tariff rates.]

CAR SHORTAGE SERIOUS

Washington, D. C.—Substantial increases by basic industries were the outstanding feature of the industrial situation during the month of November, according to the review of general business conditions throughout the country just issued by the Federal Reserve Board. That industry has been steadily on the upgrade, the report shows, is indicated by the fact that while the total number of railroad cars loaded during the month of October was nearly at a maximum, yet the car shortage on November 1 was the largest ever recorded. The large movement of manufactured goods is indicated by the fact that the loadings of miscellaneous freight by railroads were larger in October than in any month since 1920. "Increased production in October has been accompanied by a continued increase in the volume of employment at industrial establishments," reports the Board. "The average pay per worker was larger in many industries, due in most cases to increases in hours of work.

A BICYCLE FOR CHRISTMAS

New York City—Baker, Murray & Imbrie, Inc., have just issued a neat booklet entitled "A Bicycle for Christmas." The little booklet tells of the advantages of a bicycle as a Christmas gift for the boy. The booklet was made possible by the New Departure Mfg. Co. and tells of the advantages of having a bicycle fitted with a New Departure brake.

The top section of Amultree, always the first and the worst hill in the Scottish Six Days' Trial

British Developing Speedy Big Twin

By Our English Cousin

OUTSTANDING among recent events is the attainment of a hundred miles an hour over one complete lap of Brooklands track. It is just over one year ago that 100 m. p. h. was done in England for the first time—that was when D. H. Davidson broke the kilometre record in a Harley-Davidson. To lap at 100 m. p. h., however, means that at least 108 m. p. h., has got to be attained on the fastest part of the track, because Brooklands is not a plain straightaway run like a course on the sands. Starting at the "Fork," where the finishing straight leaves the track proper, there is a quite noticeable rise for some 200 yards, which brings one to the Members' Bridge (where a pathway is carried over the track). Beneath the bridge there is a decided bend and here a fast machine has to be taken well up the banking.

The railway straight follows, where the track runs alongside the London and South Western Railway main line for over half a mile. Next comes another gentle bend, but the banking here is not so high as under the Members' Bridge, and Le Vack—the rider whose exploit is now being discussed—complained that, at the speed at which he was travelling, he had to shut down to negotiate it. Then there is a consistent and gradual bend behind the aeroplane sheds (Brooklands used to be one of the foremost British flying grounds, but comparatively little is done since the London air terminus was moved to Croydon), and, still curving gently, the Fork is reached once more. Quite a controversy is arising regarding the distance that a motorcycle covers when lapping Brooklands at a high speed. According to the official measurement, the lap distance is 2.71767 miles, and, for all speed calculating purposes (such as when converting lap times into m. p. h. for records), this measurement is accepted as being accurate. This distance was arrived at by measuring the track on a line ten feet from the inner edge of the cement course, for it was supposed that a motorcyclist, no matter at what speed he was lapping, could easily keep to this line.

Now that speeds have increased so greatly, however, it is obvious that even a motorcyclist has to go well outside the ten-foot line, and there is a strong demand that record speeds above a certain minimum should be worked out on the same basis as those of cars, namely, on a 50-foot instead of a 10-foot line. This increases the distance by sufficient to make a full .2 m. p. h. difference when the lap time gets around the 100 m. p. h. mark. I emphasize this point because, when the 50-foot line concession is allowed to motorcyclists, as will no doubt be done shortly, record speeds are likely to show a sudden jump. For instance, if the 100.29 m. p. h. which Le Vack recently averaged over the flying five miles had been calculated on the 50-foot line basis, the figure would have been 102.78 m. p. h.—a big difference.

There is not the slightest doubt but that the British big twin is being developed as a speed machine at last. Le Vack, using a side-by-side valve J. A. P.-engined Zenith, wiped out two sidecar records which have stood to the credit of your Leslie Parkhurst (Harley-Davidson) since February 17th, 1920. These were the flying kilometre and mile, which Parkhurst established at 81.94 m. p. h. and 82.10 m. p. h., respectively. Le Vack put these up to 86.62 m. p. h. and 85.40 m. p. h., respectively. Both are world's records, being the mean of two runs over opposite directions of the course, as were those of Parkhurst which they replace, and which were made at Daytona Beach.

The timing of Le Vack's records was done electrically, contact being made by the machine itself as it crossed the pneumatic strips stretched across the track. In the solo class, Le Vack was not so fortunate as to lower the records made by Gene Walker, on an Indian, on April 14th, 1920, also at Daytona Beach, and which stand at 103.56 m. p. h. for the kilometre and 103.75 m. p. h. for the mile. His equivalent mean speeds were 102.80 m. p. h. and 102.91 m. p. h. The weather conditions were decidedly unfavorable on the occasion of which I now write.

Talking of weather reminds me of some of the trials of the past season. Our two most important reliability trials are the Scottish and the English Six Days. The latter is an "official" event, run by the Auto-Cycle Union, and held in England, but the Scottish trial is always notable for its intensely sporting atmosphere, because in Scotland, amongst the Highlands, practically every road is in the nature of a moorland track, and it does not require a great deal of choosing to select a course which will try the competing machines to the utmost without consisting of anything more than roads which the resident in the Hie'lans would have to look upon as his main routes.

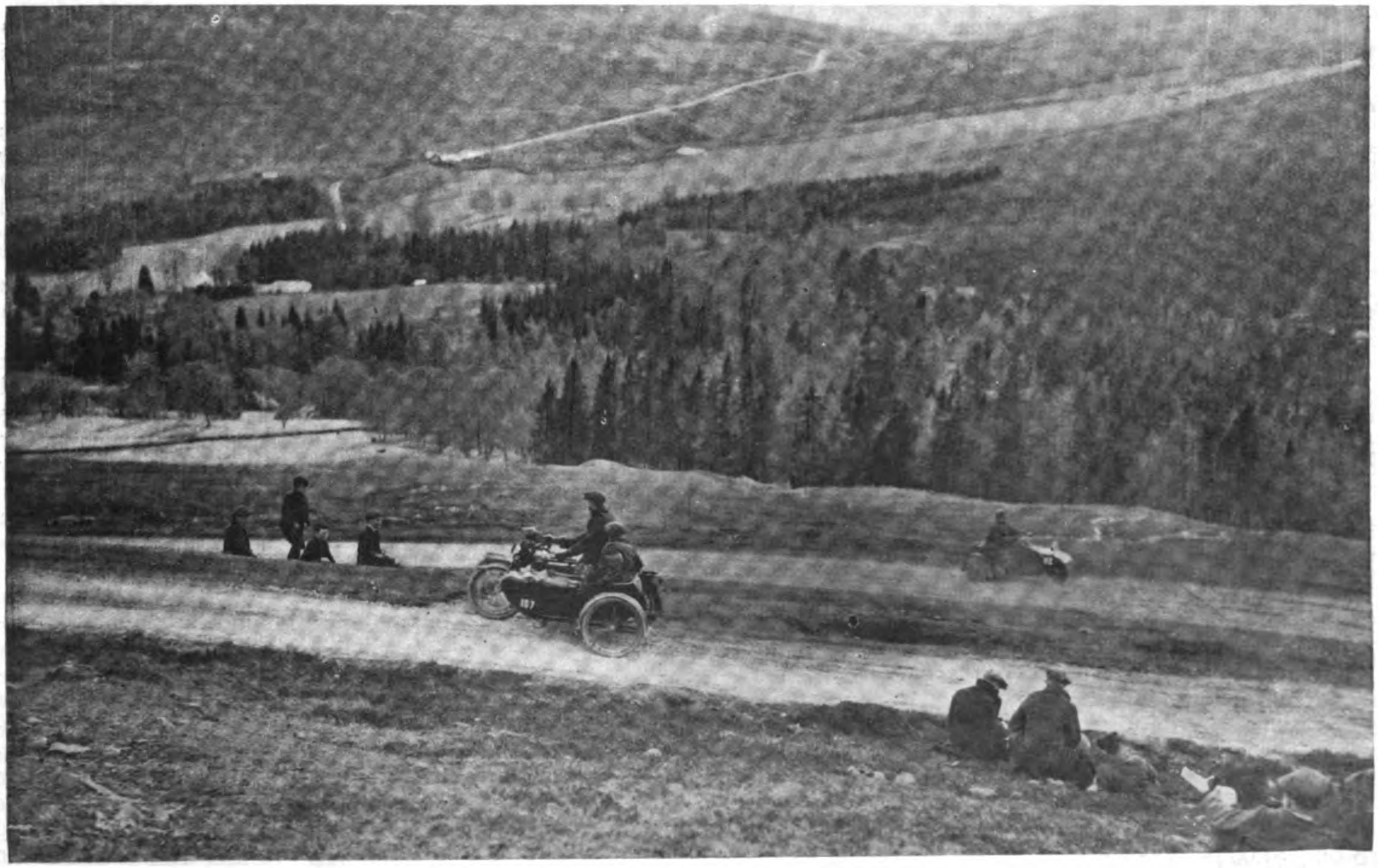
The total distance covered in the Scottish Six Days is about 900 miles, and the machine which survives it intact can be regarded as a thoroughly reliable vehicle. I am sending a few pictures taken on the course, which will give some idea of the nature of the roads and hills. Hills are frequent in this mountainous country, but, contrary to what one would expect, the gradients are not usually excessively steep. It is the hairpin bends on gradients of, perhaps, 1 in 5 that worry the rider, particularly when the surface consists of mud or sand, according to the weather conditions obtaining at the moment. The wonderful scenery compensates for a lot of bad going, however, and undoubtedly the Scottish Six Days is the best liked trial of the English motorcycling calendar.

One of the most widely discussed topics of the track is "dope." Hardly anyone nowadays uses pure unadulterated gasoline. Mixtures of alcohol, ether, and amyl acetate are the fashionable fuels. The reason for the sudden popularity of "dope" is that compression ratios are creeping up so high that petrol merely detonates, is worse than useless. One particular rider uses a fifty-fifty mixture of alcohol and benzole, and swears that he can let the piston hit the top of the cylinder without any sign of pre-ignition. It is generally admitted that this alcohol mixture fuel, of itself, does not give any increase of power.

The Motor Car Show, which preceded the Motorcycle Show opened Nov. 25, did not reveal any very strikingly novel form of small car that is likely to cut away any more of the market from the motorcycle.

Prices of motorcycles are being declared for next year. It looks as though you will able to buy a motorcycle—of sorts—for from $125 upwards. At the lowest price are some really dinky small fellows—little chaps with motors about the size of a tea cup. I daresay there will be a goodish demand for cheap motorcycles, for there seem to be no end of people who can afford to put down enough to buy one of these lightweights.

Amongst real motorcyclists, however, I believe the biggest demand will be for the 2 3/4 h. p. bikes, which will cost about $340. This is a type of machine which has developed amazingly over here during the last year or two. Some of them have two-stroke engines, but I firmly believe that the small four-stroke engines will be the most popular. For $400 you will be able to get your choice of a 3½ h. p. bike, while for the round hundred pounds—say $480—there will be a goodly selection of single-cylinder sidecar combinations to choose from.



Trinafour Hill, another of the Scottish Six Days' Trial Hills. It has a little gradient, but innumerable hairpin bends and a surface of loose sand

Somewhere in the Catskills.

Keystone Motorcycle Ass'n. Formed

Non-partisan Organization of Philadelphia Riders and Trade Men to Boost the Sport and Stimulate Interesting Activities

FOR several years Philadelphia has been noted as deficient in club activities or any organized form of promoting motorcycle interest and furthering the spirit of fraternalism among riders. The trouble was not due to any lack of material, as motorcycles have been used numerously here and the riders are the kind who respond to suggestions for any program of this sort, but leadership was lacking. As the result of the expressed desire of a number of motorcycle riders of the city, a meeting was held recently and, because of his extensive experience in organizing motorcycle activities of this sort, Jes Campbell was named to head the new body.

The object of the new organization will be to promote motorcycle activities of all constructive varieties and to assist in movements designed to further the interest of the sport.

The body is to be state-wide in its scope and is organized as an association, not a club. For the present, at least, no club rooms will be used and no fixed expenses of other kinds incurred. Consequently there will be no need of a large income for the Association and the membership dues can accordingly be made nominal, amounting to only $1.00 per year, with a dollar initiation fee so that it costs a man only $2.00 to become a member for the first year and a single "iron man" for each year thereafter.

In deciding upon this policy it was pointed out that riders do not join a motorcycle club primarily to get the use of a club room, but become members in order to participate in the sports and activities in which motorcycles are used. Accordingly, since club quarters are really a secondary consideration, it was not deemed wise to incur expenses for this purpose, since it would hardly be possible to maintain proper rooms with club facilities, etc., on a membership fee of less than $10 or $12 per year.

All executive matters are to be handled by a board of directors. This board consists of the four executive officers and four directors elected from among the riders. In selecting the officers and directors, care was taken to choose men of practical business and organizing experience, who are accustomed to handling matters of this sort and can be counted on to get results. The non-partisan character of the Association was assured by selecting for this board of directors men identified with all the various makes of motorcycles, some of whom are connected with the trade and some private owners—Ace, Harley-Davidson, Indian, Ex-Henderson and Reading Standard being represented.

The executive board is as follows: President, Jes Campbell; vice-president, P. J. Bailey; secretary, David S. B. Chew, Jr.; treasurer, George Pennel. Directors: Jack Seery, John Snyder, Ralph Jones, A. L. Larzelere.

A neat pin embossed with the Assotion emblem is being prepared and will be presented to each member of the Association at the time of joining.

The new organization is to be known as the Keystone Motorcycle Association.

It is intended to invite all of the better known motorcyclists of Philadelphia to serve on the directorate and assist in making this one of the best organizations of its kind in the country. It is certain that the officers so far elected could hardly be improved upon when it comes to doing this kind of thing right.

Around the New Year it is planned to hold a hill-climb, at which all motorcyclists attending will be asked to join. By that time the aims and objects of the organization will have been reduced to paper, and the lapel buttons and emblems ready for distribution. A most gratfying feature of the meeting was the announcement by the treasurer that $59 initiation fees had already been turned in, although the idea had been announced less than a week ago.

"Usco" Ellis trying to warm up his stiffened fingers at the finish of his Beans and Pork record run.

Yorkville's Novel Initiation

New Members of Motorcycle Club Are Given a Lesson in Good Fellowship Before Being Admitted

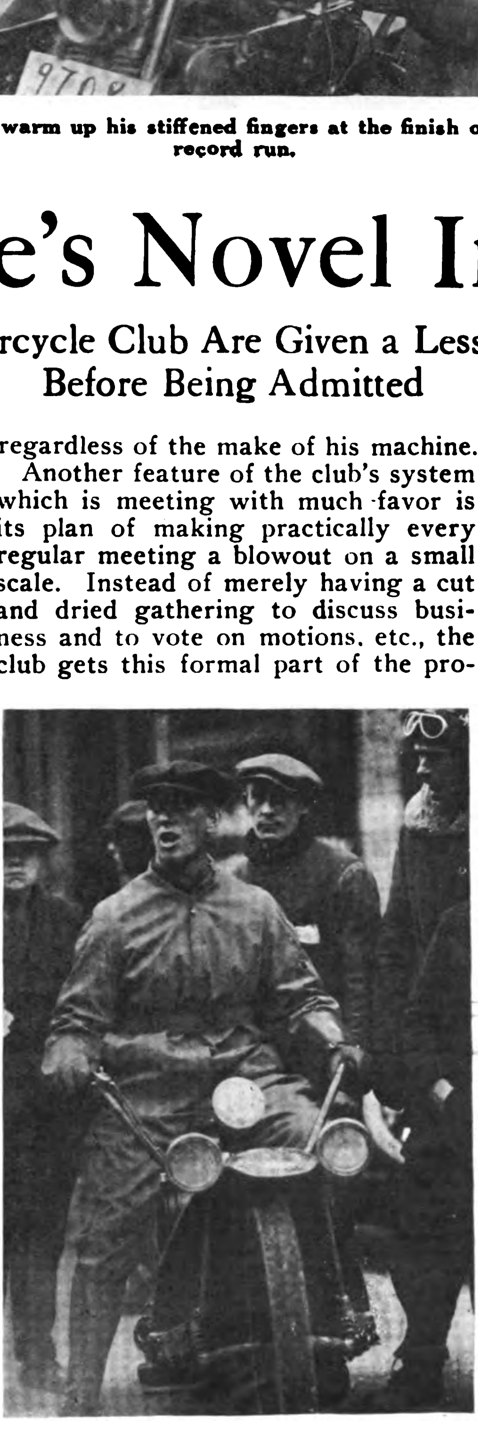
WHEN we speak of "initiating" new members into a motorcycle club we generally think of a lot of more or less humorous horse play, which may or may not put the candidate into a good humor.

The Yorkville Motorcycle Club of New York City has a different idea. The officers of this club are looking farther ahead than an evening's fun. They take the club and its mission seriously and have designed their initiation ceremonies to teach the new members the importance of genuine good fellowship.

Instead of subjecting the new man to a series of practical jokes and slapstick comedy for the amusement of members present, the candidate is blindfolded and then caused to experience a simulated motorcycle accident on the road. As he sits by his wrecked machine some riders come and pass him by without paying any attention, until finally a group of riders having the true spirit perceive his difficulty, stop and help him out and see that he has all the assistance needed.

The initiation, with the exhortation and lectures that accompany it, serve to impress very strongly upon the candidate's mind the lesson of mutual helpfulness for all motorcycle riders, and the spirit of fraternalism that should prevail. The outstanding moral of the initiation ceremony is that the rider should always be ready to offer assistance to any motorcyclist in need regardless of the make of his machine.

Another feature of the club's system which is meeting with much favor is its plan of making practically every regular meeting a blowout on a small scale. Instead of merely having a cut and dried gathering to discuss business and to vote on motions, etc., the club gets this formal part of the program over as quickly as possible and then proceeds to have varied features of entertainment, dancing and light refreshments with sandwiches, ice cream and coffee or similar provender. The result is an unusually heavy attendance at practically every meeting, with the number of members present growing larger and larger at each gathering rather than dwindling away steadily as happens so often in club histories. At a merely ordinary regular meeting having no special features aside from the standard entertainment referred to above, more than thirty members attend—and any club secretary knows that an attendance of that number would be considered a red letter occasion as a special event with many organizations which boast a considerably larger membership on paper.



Adolph Waech, a Milwaukee Neracar enthusiast who took part in the recent Turkey Run of the Milwaukee Club.

The Yorkville Club is strictly nonpartisan in character, its membership being composed of riders of all makes of motorcycles, and several dealers being on its roll. For instance, Charles Mihalik and Pat Cloran, Ace dealers, and Stern Brothers, the Indian dealers, are all enthusiastic boosters and active members in the club. But for the purpose of avoiding troublesome trade influences which might result in cliques and internal dissension, the constitution of the club does not permit any dealer to have voting power, so that the active management of all affairs is strictly in the hands of riders.

Meetings are held on the second floor of building at 421 East 75tb St.

What Motorcycle Clubs *and* Riders Are Doing

INTERNATIONAL ASSOCIATION MEETS

London, Eng.—The winter congress of the Federation Internationale des Clubs Motorcyclists, the International organization with which the M. and A. T. A. of America is affiliated, was held Monday, December 4, in London, at the rooms of the Royal Automobile Club.

CAN YOU BEAT IT?

Wellsboro, Pa.—Mr. and Mrs. Charles L. Andrews, of 10 Pearl St., ride an Indian Standard tandem, and they figure that from the standpoint of age they hold the record for tandem teams. Mr. Andrews is 62 and the Missus at 55, has ridden over 3,000 miles behind him on the tandem this season. Who can beat this record?

OUT FOR BROAD JUMP RECORD

Toronto, Can.—On Saturday, December 9, Morris Moffat, a Canadian motorcycle champion, will make an attempt to break the world's record broad jump at the foot of Bathurst street into the Western Gap. There will be a runway of a quarter of a mile and a take-off at the water's edge of forty feet with a six-foot raise. The take-off will have to be hit at a speed of about seventy miles per hour to carry him over the steamer which will be the end of the runway, and 150 feet out into the water. This feat is being filmed by the Pathe and Fox film corporations and will be shown throughout the United States and Canada.

AMERICAN MOTORCYCLE CLUB

New York City—The next monthly run of the American Motorcycle Club will be on next Sunday, December 10, to Suffern, N. Y. A delightful run of about 60 miles, leaving our clubhouse at The Patchen Motorcycle Garage, 305 Patchen avenue, Brooklyn, N. Y., at 8 o'clock. There will be a special club meeting on Friday, December 8 at 8:15. Remember, all motorcycles riders are welcome to come with our club on these trips to enjoy the pleasure of real companionship social times, which this club holds as its motto. We are thirty-two members strong with 100 per cent M. A. T. A. riders, which stands for the best of motorcycling, with road courtesies and friendship. So, fellow motorcyclist, come along and join our family and sweethearts on our next trip, December 10. Rain date, December 17.

FORTHCOMING CROTONA MIDNIGHT RUN

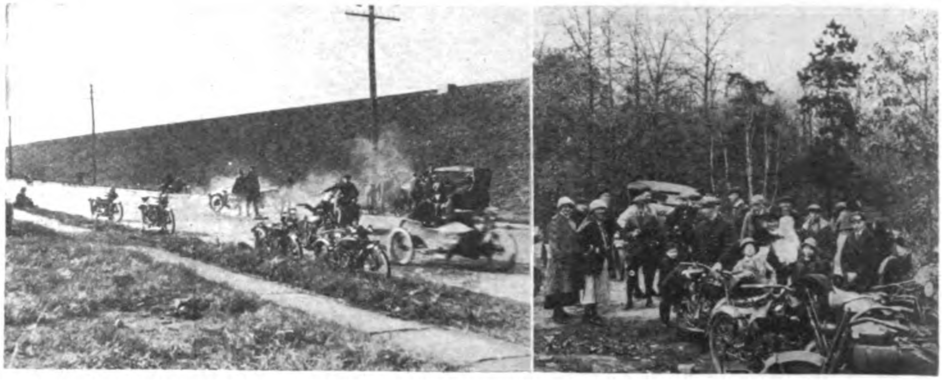
New York—The Crotona M. C. of Bronx, N. Y. City., will again stage a midnight endurance run, starting at 12 midnight on December 31. This annual event is looked forward to by a great many riders, and it is to be hoped that some who have not yet experienced the joys of night riding under these conditions will send in their entries this year. Once having ridden in a run of this description they emulate our friend Oliver Twist and "ask for more." Several new ideas are to be incorporated, among which will be the presentation of souvenir programs to the public at the start of the run at Fordham Square. These programs will contain, among other interesting matter, a full list of all past winners and their scores in the C. M. C. annual midnight run, and a list of all entrants for the current run. So if you want your name to appear in this record of sportsmen roll up and get your entries in.

EIGHT PERFECT IN OAKLAND RUN

San Francisco, Cal.—Eight perfect scores were made at the annual endurance run of the Oakland Motorcycle Club on November 25. Everything went off with a perfection that reflected great credit on the officials that organized and managed the run. Bull Bulger was the official starter. Tennant Lee was there representing the M. & A. T. A. The run started at midnight. The competitors lapped the course four times. The men who made perfect scores were: J. Jeffries, Harley-Davidson, solo; O. Gray, Indian, solo; L. Larson, Harley-Davidson, solo; Art Rankin, Harley-Davidson, with sidecar; Robert Robb, Harley-Davidson, solo all of Oakland. Riders from other cities were: Finnigan Speer, San Francisco, Harley-Davidson, solo; Roy Artley, Los Angeles, Ace, with sidecar, carrying Dave Crommie as passenger, and O. G. Schaefer, Sacramento, Indian, with sidecar, carrying his wife as passenger. There were twenty-five entries, and several of the riders, not in the perfect class, came very near to making perfect scores.

YORKVILLE CLUB BOOMING

New York—The Yorkville Motorcycle Club has been reorganized with the following officers: President, A. R. Herna; vice-president, C. Hofer; treasurer, N. Young; recording secretary, W. Bergmann; sergeant-at-arms, W. Belsky; road captain, W. Kraft. This organization is out to make the finest and largest club in the east. The club does not consist of motorcycle riders alone, but social members, business men, men of high standing. To date the club has eighty-six members with applications coming in every meeting, which are held every Thursday. Stern Bros., Pat Cloran, Fred Nixon, N. Young, C. Mihalik, M. Levinson of the Yorkville motorcycle Co., E. Schindler and others are members. On November 23 the Yorkville Club invited the Crotona Motorcycle Club, Delancy Motorcycle Club and a few neighbors of Yorkville to demonstrate the spirit and policies of the club, that a motorcycle club does not consist of reckless drivers and wild demons, but clean cut men, ever ready to serve and protect the public. After the meeting sandwiches, coffee and cake were served, and music and dancing followed. Reggie Pink, Al Bernesconi, Ed Fish, of the Ace Motor Corp., and other well known riders were present. To keep the boys together the club has made arrangements to have refreshments, music and dancing once a month. On December 2 the club held their first annual dance and package party at New York Turn Hall, 58th St. and Lexington Ave., New York City.



The New Jersey Club Stunts Draw Good Crowds

N. J. M. C. ON A RUN

Newark, N. J.—An eighty-two-mile reliability run was the fifth contest of the New Jersey Motorcycle Club championships. The winners were T. A. McLoughlin, Harley-Davidson sidecar, and "T. N. T." Terpening, Ace solo. Other perfect scores were made by Preston Wilson and Allan Hascall. A secret-check, the most simple sort of tie-buster, was used to break the perfects and it accomplished that little thing handily. McLoughlin eased through the secret-check 30 seconds early and incurred a penalty of one point as a result. Terp was two minutes on the hasty side of the ledger and was debited with four points. Hascall breezed through five minutes late, while Preston Wilson was three minutes tardy.

The course lead from Newark to Pompton Plains via good roads, then wandered off through the hills zig-zagging across the map in an aimless sort of manner. On Saw Mill Hill the scene of last week's hill climb, J. R. Trimmer broke a connection on his Ace-Goulding outfit and retired. W. J. Mosher was having a hard time teasing a lagging spark plug to do its stuff and lost precious minutes.

After nine miles through the hills the course crossed a main road and the aspiring champions tackled Apshawa Hill. Here the secret checkers perched to watch the fun. For some reason four contestants hated to leave the main road and they rolled past the loose dirt slant of Apshawa like they were going to a fire. Mosher, Neis and Webb kept on; Neuhaus turned back and was on the course again in no time. The speedy trio then decided that they would reverse the direction of the course. The other riders went on up to Moe, in the hills back of Greenwood Lake, where they were checked and started for Newark. Webb, riding Ace solo, was the first rider to show up who had gone astray. He reported a spill and showed the checker another before he got out of sight. Webb got scratched up considerable by the brush, but the Ace suffered most. The head-light went "west." Webb made it a perfect day by going flat 33 miles from Newark and rolled the long journey without a tube in the front wheel through a blinding snowstorm and later rain. It was while the field waited to check through Pompton Plains that snowflakes began falling. Allan Hascall slid in just on time, with a tale of a 28-minute interval in which he patched a tube and rode 11 miles.

Terp, riding energetic like, passed the turn he should have made and rode three miles out of his way, but got in on time. All this while Mosher was battling through the woods dodging snowflakes, and when the bunch had gathered at the clubhouse to warm up and shoot pool, that same plucky rider came shivering in an hour and eight minutes late. Behind him, also plugging along, was Webb, who finished one hour, forty-five minutes late.

With the results of Sunday's contest added to the total scores, the standing is: Solo—Allan Hascall, 6 points; Al Neuhaus, 15 points. Sidecar—Preston Wilson, 14 points; W. J. Mosher, 15 points; T. A. McLoughlin, 18 points. The last event will probably be a ride through deep sand around obstacles and Seidler's Beach will be the scene of the competition next Sunday.

SANCTIONS ISSUED

MIDNIGHT RUN

Dec. 31—Wallace Stuart, Toledo, Ohio. Sanction No. 783.

Jan. 1—Crotona Motorcycle Club, New York, N. Y. Sanction No. 794.

SEVENTEEN PERFECT AT ATLANTA

Atlanta, Ga.—Seventeen out of 31 starters finished jerfect in the second annual Southeastern Thanksgiving Day run held at Atlanta. The 17 were John S. Balmer, Harry J. Glenn, L. D. Shearin, Clarence Springs, Cecil Gray, Julian Ayers, J. E. Mallory, W. W. Scroggins, George Miller, Wayman Boyle, Charles Lovett, Harry Vismore, Sol Cohen, Bud Ponders, Ollie Parks, Gene Dix and F. H. Hopkins. Several of the riders were disqualified on account of arriving at known controls ahead of time. All of the other contestants had scores that topped the 800 mark. The course was 524 miles with a 25-mile schedule. There was a number of bad and sandy places in the road, which made the going hard. The route was from Atlanto to Augusta, Ga., Columbia, S. C., Greneville, S. C., Anderson, S. C., Athens, Ga., to Atlanta. The riders left the Atlanta Journal Building at 6 a. m. (7 a. m. Eastern Standard time), and the night control was at Augusta, finishing the last part of the course December 1, and checking in at the Journal. There is absoultely no question that this was the largest and best run ever held out of At-

Atlanta Journal silver trophy for highest score, Clarence Springs.

Hendee Mfg. Co. silver trophy for highest solo, Ollis Park.

Harley-Davidson silver trophy for highest sidecar, L. D. Shearin.

Pure Oil Co. (Tiolene) silver trophy for high team went to Wayman Boyle.

Henderson-Excelsior gold medal, Harry Vismore.

Indian Motorcycle Co., Atlanta, highest score for machines under 50 c.c., a credit of $100, Ben Stringer.

NO CARTOON THIS WEEK

There will be no Weekly Whirl of Wheels cartoon this week. Howard Freeman, who draws the feature for MOTORCYCLE & BICYCLE ILLUSTRATED each week, is in the Homeopathic Hospital, Newark, N. J., having gone under an operation on his jaw.

Honors Divided in Maryland Climb

By A. G. Aldrich

WHEN a few weeks ago the subject of a Thanksgiving Day hill climb at Baltimore was proposed, it was thought there wasn't time to prepare, but with the unselfish co-operation of many club members this affair was put over without a hitch. The refreshment stand in charge of Mr. Knight was a popular place with the spectators. R. B. Fritz of Reading only wished the stand had been there the night before as his party drove down and could find no hot coffee en route during the early hours of the morning. This aggregation surely made the competition interesting, and were voted true sports by the crowd, for coming so far.

Bert Heinz, of Baltimore, Arthur Jones of Reading, W. W. Westerfield, Frank Kotmair and Gus Heinz of Baltimore each took first place in an event, so it would be impossible to name a star performer for the day. The hill was steep enough to make a climb of it, but the surface was so hard and perfect no one had difficulty in surmounting the 350 foot slant.

The 37″ was won by Bert Heinz mounted on his H. D. Sport; time, 11 2/5 seconds. H. Mitzel of York, Pa., tried three times with his Indian Scout and got 13 1/5, 12 3/5 and 12 4/5, which put him in second place. Wm. Beedle, Jr., rode his Scout over three times in 13 2/5, 13 2/5 and 13 seconds.

The 61″ novice event was won by W. W. (Skeets) Westerfield, Harley mounted, with L. Skinski of Reading second and A. Lotz third, Skinski riding the Indian and Lotz a Harley. Lotz was the first man up in this event, doing 9 4/5, 9 4/5 and 9 2/5 seconds in his three trials. Skinsi put over three very consistent rides of 9 1/5, 9 1/5 and 9 2/5 with his Redskin, which gave him second place. W. W. Westerfield, H. D., rode only twice to get first place, his first ride being 9 seconds flat and his second 8 2/5. Fischer went over in 10 1/5, 10 2/5 and 9 4/5 seconds. Stephens brought out his superannuated army machine and after barely getting over in 21 2/5 came back and went over twice in 12 1/5 and 12 2/5. Flohr, H. D., kept getting better each time, doing 11 1/5, 11 and 10 2/5.

Arthur Jones, winner of 61 open event at Maryland Climb.

In the 61″ open the fireworks really started. Skinski, Indian, rode in 9 2/5 and 9 3/5 and came back and went up in 9 seconds. Mitzel got 9 3/5, 10 and 9 2/5 in his three trials. Bond, H. D., riding in his first hill climb, went up in 9 2/5, 9 and 8 4/5 in perfect form. Red Roloff with a fully equipped Harley did 9 2/5, 9 3/5 and 9 2/5. The real competition was between Arthur Jones, Indian, from Reading; Geo. Ullrich, H. D.; Ben Westerfield, H. D., and Frank Kotmair, H. D. Westerfield lowered the time to 8 2/5, Kotmair lowered it still more to 8 1/5, while Jones went over in 7 4/5, the winning time for the event, waiving his two other trials after the rest failed to beat this time. Ullrich went up in 8 seconds flat.

George Ulrich, 2nd place in 80 cu. in. event at Maryland Climb.

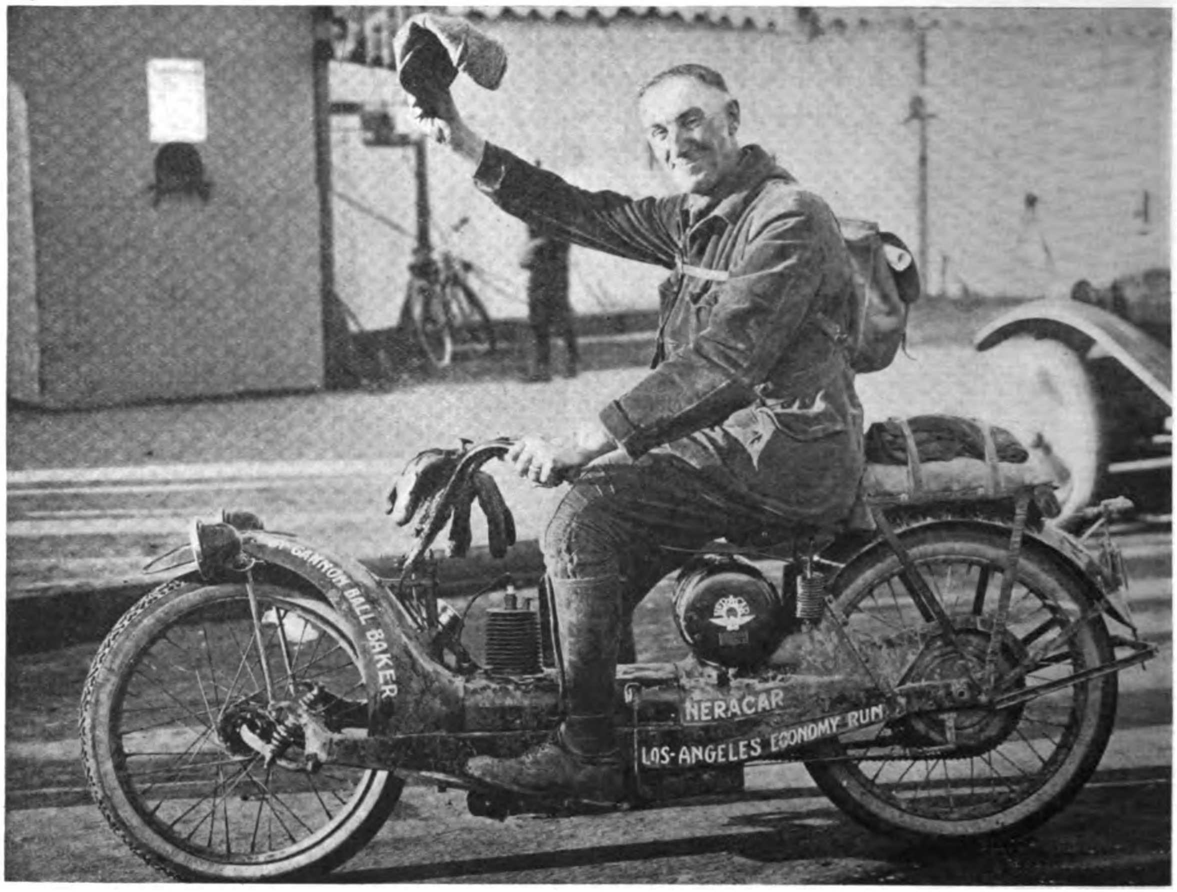
Westerfield rode it in 8 1/5' Kotmair in 8 flat and Ullrich in 8 2/5. In their third trials Westerfield went up in 8 seconds, tying with Ullrich and Kotmair for second place. Kotmair could only do 8 1/5, and Ullrich 8 3/5. In the run off between the three, Ullrich lost out as the best he could do was 8 4/5, while Westerfield and Kotmair tied again at 8 1/5. These two rode it again and Westerfield won out with 8 seconds and second place, while Kotmair took third place with his 8 1/5.

Kotmair won the 74″ event, with Ben Westerfield second and Ullrich third, altho they had to ride off a tie. However, a few seconds later things did not look so rosy for him as Westerfield also did 7 3/5, putting them in a tie for first place. In the run off for first, Kotmair beat Westerfield out by a fifth of a second, giving him first and Ben second.

Jones and Ullrich were now tied for third, but in the run off Ullrich won out with a climb of 7 3/5, while Jones got 7 4/5. Both Ben Westerfield and Jones were still riding the same motors as in the 61″ event. Bond rode twice and got 9 flat both times. Mitzel went up in 9 1/5, 9 1/5, and received no time in his other try. W. W. Westerfield rode the hill in 9, 8 3/5 and 8 3/5 seconds. Roloff with his same motor did 9 3/5, 10 2/5 and 13 3/5. Gus Heinz tried once and made 8 1/5 with his Harley.

The 80″ event was also tied up, but was won by Gus Heinz with Ullrich second and Kotmair third. Ben Westerfield and Jones were still using their small motors, but were not able to hold their own with the big engines. Ben rode three times, getting 7 4/5, 7 4/5 and 8 1/5, while Jones got 8 1/5, 8 2/5 and 9, one ride not recording. W. W. Westerfield did 8 1/5, 8 2/5 and 8 4/5. A. Lotz went over in 8 2/5 and 8 2/5 and thought he had enough.

Ullrich had rides of 7 3/5, 7 4/5 and 8 seconds to his credit. Kotmair went over in 7 4/5, 7 3/5 and 7 4/5. Gus Heinz went up twice in 8 seconds each and then came back on his third trip and tied with Kotmair and Ullrich with 7 3/5. In the run off, Gus set the fastest time of the day, 7 2/5 seconds, and took first place with it. Ullrich did 7 3/5 and took second place and Kotmair did 7 4/5, which put him in third place. The proposed sidecar events were called off for lack of entries, altho darkness would have prevented running them.



"Hello, Los Angeles" shouted Baker as he rolled up to the final checking station at the end of his transcontinental cruise.

Baker's Log

The Interesting Tale of the Adventures of the Hardy Captain of the Good Ship Neracar on This Transcontinental Economy Demonstration

Log of "Neracar Baker," formerly known as "Cannonball Baker," covering his sixtieth transcontinental trip, adding miles to the gallon of gasoline instead of taking off miles by the tick of the clock.

ON October 21, I was in Philadelphia, where I met E. K. Gordon, vice-president of the Neracar Corp. I spent the 21st looking after some personal business, and on the morning of Sunday, Oct. 22, I decided that I would run over to Tottenville, Staten Island, N. Y., and get the Neracar that I was to use in crossing the continent. I figured that if I could get the machine Sunday morning it would give me an opportunity to ride it a little bit and become familiar with its operation, as I had only driven the Neracar a few miles in Los Angeles before starting East, and not over five miles at Syracuse, where I went to study the Neracar construction before starting on the trip. Mr. Gordon said that he would ride his machine to New York and meet me there by noon, but I suggested that it might be better for me to ride his machine to New York and for him to take the train. This agreed to, I jumped on his machine and headed for New York.

I rode from the Boulevard and North Broad Street to the ferry at Staten Island, and upon arriving at the hotel I told Gordon that as far as I was concerned I was in Los Angeles, because the seventy mile trip from Philadelphia to New York convinced me that I had all of the speed and power that I would require for the trip.

I was rather disappointed in finding that my machine had not arrived, but after calling up everyone in the various express companies, we located my Neracar in Jersey City.

October 23—

Today was spent in trying to get my machine away from the express company, but due to the freight congestion at Communipaw Terminal, my machine could not be located until late Monday night, and it was immediately put on the train for Tottenville.

October 24—

Received my machine at 8:00 o'clock this morning and a few minutes after I uncrated it, Walter Bardgett, Editor of MOTORCYCLE AND BICYCLE ILLUSTRATED, New York, and E. B. Holton arrived, ready to fill my tank and officially start me on my way. Shortly afterwards R. J. Willard of the Haverford Cycle Co., Newark, N. J., turned up, and now being ready to proceed, we crossed the ferry to New York, drained the tank and carburetor, and carefully measured an even two gallons of mixture which was carefully deposited in my gas tank. The ferry left Tottenville at 11:42 A. M., and E. K. Gordon, Vice-President of the Neracar Corp., who was also riding a Neracar, started with me for Philadelphia. We drove 70 miles to Philadelphia, where we were met and checked by C. W. Plass, W. G. Henderson and Paul Bailey of the Ace Motor Corp., and Alexander Morrison of the Henderson Sales Co. of Philadelphia. Put one gallon of gas in my tank and after spending nine minutes with the boys I was on my way, arriving in Gettysburg late in the evening.

BAKER'S NERACAR ECONOMY RECORD

New York to Los Angeles	3364.42 miles
Riding time	174 hrs. 1 min.
Average speed	19.3 per hour
Gasoline used	45 gallons
Average distance per gal.	74.76 miles
Oil used	44.75 pints
Average distance per gal.	601.44 miles
Total cost of gas and oil	$15.70

October 25—

It was so cold on checking out of Gettysburg in the morning that I had to wrap paper around my arms and body. I was determined to make Wheeling, W. Va., for the night's stop, so I hastened on through Hagerstown and Uniontown, but where gas, oil, or food supply needed replenishing I was always greeted by interest on all sides, and much doubt as to the ability of the

Neracar to get clear across the old U. S. A. When I finally checked in at Wheeling, W. Va., I was greeted by such a crowd at the garage that the newspaper reporters were summoned. People doubted my remarkable gas economy, and did not see how I could cover 245 miles in one day's run.

October 26—

I wanted to reach Indianapolis and my home and family by evening, so started early. It is 316.2 miles to Indianapolis, and many would doubt the ability of a 2½ H.P. motor to do it, but I made a young road race across Ohio. I just opened wide and let her run. I did not nurse or spare my motor. That is the way I am going to let it run all the time. This, however, was my best day's mileage, and I got into the Hoosier capital in the evening, checked in, and left the machine at Don Pope's Indian Agency.

October 27—

I had some personal affairs to look after, so stayed with my family the most of the day, and late in the afternoon left for Terra Haute, Ind. "Wild" Bill Freeman of the Indian factory was in Indianapolis and took full advantage of the situation. He decorated my Neracar in true bride and groom style. It looked more like a wedding than an economy run. After stripping off Bill's decorations, I set out. Geo. Briggs, of the Wheeler-Schebler Carburetor Co., was down to see me off. I heard later that Briggs had a mild touch of the smallpox—I hope I did not give it to him. At Terra Haute, J. E. Sayre of Sayre & Co. was expecting me. He had a big crowd of the boys there to greet me, and in the evening he put my little wonder mount in his show window, where it was viewed all the evening by an army of people.

October 28—

MacMullen, of J. E. Sayre & Co., started from Terra Haute with me and rode about 15 miles towards Illinois. He was most enthusiastic about the performance of the Neracar. I had good weather and fine roads, but was in a hurry to get through Missouri before the rains set in. I had studied the weather maps and saw there was a big storm heading north through Missouri and Kansas, and it was a Neracar race against that storm. I stopped in Greenville for lunch, but rode that day 173.4 miles in 6 hrs. 57 mins., arriving at the Guarantee Cycle Co. in St. Louis, which I found all decorated for my arrival. The crowd here was wildly enthusiastic, and on the basis of my run from New York were ready to predict almost any kind of time and mileage on the entire trip.

October 29—

After driving around to John Hurck's Indian Agency, I started west. I could not help but be impressed by the interest of women and girls in the Neracar, and it drove it home to me how badly the motor game needs this interest and support. Also I began to notice the public's faith in the Neracar, due to two things: the advanced design and engineering features, and the fact that such a successful business man as Mr. King C. Gillette would become identified with the Neracar Corporation. This certainly proves to me that the motorcycle is entering a new era when big business men can see the future and want to get into the two-wheel game. Out of St. Louis, I was pleased to find the best road conditions I ever found in Missouri; lots of bad, deep dust, but better going than usual. I stopped in Fulton for lunch and laid up for the night in Columbia, Mo., with the usual crowd in the evening. One fellow who had seen me a number of times on my various trips wanted to know if I was going to push a wheelbarrow across next, or if I was going to try the next trip in a flying machine. He did not realize my total running time from Coast to Coast was going to compare very favorably with the running time of the recent record made by a four-cylinder 80-inch motor.

Baker, head on.

October 30—

Headed for Kansas City and made it easily. Met Wells Bennett on his record-breaking De Luxe just west of St. Louis. I stopped at Lexington where I was asked if I had a four-cylinder job. People seemed to get the idea that nothing can go across except a four-cylinder. Twelve miles east of Kansas City I was met by Vincent Mellon, a traveling representative of the Naracar factory. Stopped and checked out at O. K. Newby's Cycle Shop. A man called up a friend of mine and said "Bake is in town." He replied, "On what?" When my good friend heard "Neracar," he replied, "Has he got one on each foot?" Mellon had arranged a nice little dinner party and all of the motorcycle dealers were present. We checked up the mileage and fuel and found that I had come from New York to Kansas City on $4.40 worth of gas and oil. I had come 1,350 miles and no money spent for service or repairs. I had come across Missouri in 18 hrs. and 34 min., where it had taken me 18 hrs. flat on my Ace on my record-breaking trip.

October 31-November 1—

The rain that I was looking for lasted two days, only instead of being rain it was a young cyclone which I learned later had killed a number of people in northern Oklahoma, Kansas and Missouri. This rain made a sea of mud through Kansas. I started out on Nov. 2, leaving Kansas City at 8:00 A. M. Although it was raining cats and dogs, Mellon and Luby escorted me to the city limits. The roads now were very rutty from the heavy rains. The mud was deep, but it showed me Neracar was good for the worst. It was a real revelation to see the little machine buck that mud. I stopped for lunch at Overbrook; it was still very rough. Between Castoria and Saffordsville, where I spent the night, the mud was at least a foot deep. I passed a seven-passenger Lexington stuck fast. On talking to tourists in the evening, I found several who were very proud that they had done 65 miles today. When I told them I had done 157.7 miles and come all the way from Kansas City, they made one dive for a look at the Neracar.

November 3—

The entire population of Saffordsville seemed to be on hand to see the little wonder pull out and head down the ruts. I went to Cottonwood Falls, Kan., and stopped for breakfast. Out of Cottonwood Falls I found mud and mud and mud, with tourists stuck everywhere. Came to a railroad crossing and rode down the tracks for 15 miles. Ran about 25 miles per hour on the ties, and the front end springing surprised me. It did not seem to affect the steering at all. After leaving the tracks and getting back on mud, I met a Mr. Roger Fowler, who was headed for Hollywood, Calif., in a Stutz. He hailed me and said he had been expecting to see me all along the road, as the ferryman in New York City had reported I started out just a day ahead of him. Although he had a Stutz, it took him 1,600 miles from New York City to catch me. Fowler is a movie camera man and happened to have a Graflex along, so he took pictures of the Neracar and me in a foot of mud. We were both headed for Newton and we rode along together for about 30 miles. The roads were getting worse and worse, so 14 miles from Newton I took to riding the railroad ties and rode them right into the main street of Newton.

November 4-5—

The rest of the cyclone and storm struck Newton yesterday and today. Good night! I'll bet the roads ahead are a sea of mud.

November 6—

Sure enough, the rain has left the road in awful shape, full of ruts and then lots of sand. I was determined to get into Dodge City, 182.9 miles, by evening. At Kearney, 40 miles east of Dodge City, I struck dry roads. A lot of the boys rode out to meet me and the City Cycle Co. had open house that evening, showing off the Neracar to many interested people.

November 7—

Today I left early and made a remarkable run to La Junta, Col., all uphill for 234 miles. This equalled my time in a Templar automobile when I broke the transcontinental record. Believe me, this day's run should prove Neracar to the worst skeptic.

November 8—

Left La Junta in the cold, surrounding mountain tops all covered with snow. Was in the cattle country and was surprised to note interest of cattle punchers. Stopped in Trinidad for lunch. Went over Raton Pass, 7,888 feet elevation, and off the pass in 2 hrs. and 12 min. This is the highest climb so far. Did me good to pass bunches of Fords boiling over in attempting to get over the Pass. Stopped on top and took pictures. Going down the stiff west grade, I could not help but be impressed by my brakes. They are as good or better acting than the brakes of any high-priced car that I have ever driven. They acted smoothly and sure held for good. Stopped at Old Trails Garage, Raton, N. M., then drove on to Springer, N. M., for the night.

DAILY RUNS

	Mileage	Running Time Hrs.	Running Time Mins.
Oct. 24—Tottenville, N. Y. to Gettysburg, Pa..	188.4	8	39
Oct. 25—Gettysburg to Wheeling, W. Va.	245.1	12	43
Oct. 26—Wheeling to Indianapolis, Ind..	316.2	13	10
Oct. 27—Indianapolis to Terre Haute, Ind	91.4	4	21
Oct. 28—Terre Haute to St. Louis, Mo.	173.4	6	57
Oct. 29—St. Louis to Columbia, Mo.	145.3	6	52
Oct. 30—Columbia to Kansas City, Mo....	168	8	14
Two-day stop-over; bad roads and weather.			
Nov. 2—Kansas City to Saffordsville, Kan..	151.7	9	44
Nov. 3—Saffordsville to Newton, Kan. ..	82.7	8	11
Two-day stop-over; bad roads and weather.			
Nov. 6—Newton to Dodge City, Kan.	182.9	8	47
Nov. 7—Dodge City to La Junta, Colo.	234	10	50
Nov. 8—La Junta to Springer, N. Mex.....	153	8	50
Nov. 9—Springer to Pecos, N. Mex.	123.7	7	3
Nov. 10—Pecos to Albuquerque, N. Mex.....	93	4	54
Nov. 11—Albuquerque to Belen, N. Mex.....	36	1	35
Nov. 12—Belen to Quemado, N. Mex.	163.5	9	7
Nov. 13—Quemado to Holbrook, Ariz. ...	143.2	8	15
Nov. 14—Holbrook to Flagstaff, Ariz.	105	7	30
Nov. 15—Flagstaff to Kingman, Ariz.	172.7	8	30
Nov. 16—Kingman to Goffs, Calif.	104	6	49
Nov. 17—Goffs to Daggett, Calif.	137	5	50
Nov. 18—Daggett to Victorville, Calif.	58	3	10
Nov. 19—Victorville to Los Angeles	96	3	27

Speed average—19.41.
Running time—7 days, 5 hours, 28 minutes.

FUEL PURCHASED

	Gasoline Gals.	Gasoline Qts.	Oil Pts.
Oct. 24—Tottenville, N. Y.......	2		2
Oct. 24—Philadelphia	1		1
Oct. 24—Thomasville, Pa.........	2		2
Oct. 25—Hagerstown, Md.	1		1
Oct. 25—Uniontown, Pa.	1	1	1
Oct. 25—Wheeling, W. Va......		2	½
Oct. 26—Linnville, O.	1	3	2
Oct. 26—Dayton, O.	1		1
Oct. 26—Indianapolis		2	½
Oct. 27—Terre Haute, Ind.......	1		1
Oct. 28—Greenville, Ill.	1		1
Oct. 28—St. Louis, Mo..........	1	1	1¼
Oct. 29—Warrenton, Mo.		2	½
Oct. 29—Fulton, Mo.	1		1
Oct. 30—Fayette, Mo.	1		1
Oct. 30—Lexington, Mo.		3	½
Oct. 30—Kansas City, Mo.......	1		1
Nov. 2—Overbrook, Kans.	1		1
Nov. 3—Cottonwood Falls, Kans.	1	2	1½
Nov. 3—Newton, Kans..........	1		1
Nov. 6—Stafford, Kans.	1	2	1½
Nov. 7—Dodge City, Kans......	1		1
Nov. 7—Lakin, Kans.	1	2	1½
Nov. 8—La Junta, Colo.........	1	2	1½
Nov. 8—Trinidad, Colo.		2	½
Nov. 8—Raton, N. Mex.........	1	2	1½
Nov. 8—Springer, N. Mex.......		2	½
Nov. 9—Las Vegas, N. Mex....	1	2	1½
Nov. 10—Santa Fe, N. Mex......	1		1
Nov. 10—Albuquerque, N. Mex...	1		1
Nov. 11—Belen, N. Mex..........		2	½
Nov. 12—Magdalena, N. Mex.....	1	2	1½
Nov. 12—Quemado, N. Mex......	1		1
Nov. 13—Holbrook, N. Mex......	1	2	1½
Nov. 14—Winslow, Ariz.		2	½
Nov. 14—Flagstaff, Ariz.	1		1
Nov. 15—Seligman, Ariz.	1		1
Nov. 15—Kingman, Ariz.	1		1
Nov. 16—Needles, Ariz.		3	1
Nov. 17—Amboy, Calif.	1		1
Nov. 17—Ludlow, Calif.		2	½
Nov. 17—Daggett, Calif.		3	1
Nov. 18—Victorville, Calif.		2	½

45¼ pts. oil—average 74.34 miles per pint.
45 gals. gas—average 74.77 miles per gallon.

November 9—

Very cold now. Rolling hills and high altitudes all the time. Left Springer and headed for Pecos. Stopped with a rancher at Pecos, 7,600 feet altitude, over night. All hills snow-covered and mercury trying to burst out of the bottom of the tube.

November 10—

Left Pecos and made big drop to Santa Fe. Had lunch with Mr. Ferd Harvey of the Santa Fe Kitchen. Made Albuquerque at 3:10 in the afternoon.

November 11—

Stayed here at Albuquerque until 4:00 P. M., then rode 36 miles to Belin over very good roads. Enjoyed my evening in Belin as I met a lot of Cadillac boys who had helped me on my Cadillac record-breaking trip in 1916.

November 12—

Left Belin on sandy foothill roads. Now nearing Continental Divide. Had continuous up-grade but good roads out of Socorro up to Magdalena in the Blue Canon Pass. I could see snowstorms all around me and finally got in one at Magdalena. Seventy-seven mile climb from Socorro to summit of Continental Divide. Climbed it against heavy wind and snow. The further up I got, the more snow I got into. I was finally ploughing through 16 inches of snow. Got pitch dark 10 miles east of Quemado, so stopped there for the evening. It was so cold that I slept with my clothes on, removing only shoes and leggings.

November 13—

Now in the cattle country and wilderness, 126 miles from one railroad and 110 miles from another. Had lunch in Springerville. Roads now fair except 10 miles of fresh grading between Springerville and Holbrook. Rode through snowstorms all day. It snowed so hard I could hardly see ahead of me, so had to slow down. Stopped in Holbrook and found Mr. Fowler and his Stutz had left there late in the evening.

November 14—

Rode over very bad roads for 35 miles to Winslow. Several inches of snow all the way and the road full of deep ruts. Snow now all the way from Winslow to Flagstaff. East of Flagstaff had exceptionally bad roads, rocks and pot holes until I reached the timber line 35 miles east of Flagstaff. Six inches of snow and ice on the streets of Flagstaff reminded me of dead winter back East.

November 15—

Very cold in Flagstaff in morning and riding icy ruts, but now coming off mountains and getting warmer. Had dinner in Seligman, and good roads from Seligman into Kingman, Ariz., where I spent the night.

November 16—

Left Kingman at 6:35, Pacific time. Neracar sure made wonderful performance over Oatmann Pass. Was informed in Needles that tourists did not make the time over the Pass that the Neracar did. Lunch in Needles; now in the Mojave Desert; sandy roads, pot holes, and mighty hot. Rode to Goffs after lunch through rocky sand all the way.

November 17—

Left Goffs and rode through Amboy, Ludlow and Daggett; fair roads and some ruts; Neracar making all ruts and bad roads wide open with no handling effort at all.

November 18—

Only rode to Victoryville today, where I was met by J. Allan Smith, Jr., Pacific Coast representative of the Neracar. We had machine on exhibit in Victoryville all the afternoon and evening.

November 19—

Rode 96 miles of fine pavement into Los Angeles City line, where I checked in at 2:12 P. M., Coast time. Have now finished the easiest, cheapest, and most remarkable transcontinental trip ever made. I feel fit as a fiddle and am not in the least fatigued. Rode on into Los Angeles Automobile Show, where I was received and greeted by a large crowd. My old friend Lloyd Hamilton of the Hollywood Film Comedies, with Ruth Hyatt, his leading lady, Win Young of the Templar Motor Co., Leland Faulks, Templar distributor, and John J. O'Conner of Western Motorcyclist and Bicyclist, were there to give me the glad hand.

(Sgd.) CANNONBALL BAKER.

Those who thing America has all the obstacles and handicaps that nature can think up for the ambitious motorcyclist looking for thrills hasn t seen Norway. This "Rocky Heap covered with snow banks," as the country has been described, has just been thrilled by an endurance run on the nearly impassible roads of this country.

An *Ounce* of *Showing* Is Worth a *Pound* of *Talking*

EDITOR, MOTORCYCLE AND BICYCLE ILLUSTRATED—The recent economy tour of E. G. Baker on a Neracar, from New York to Los Angeles, seems to me to show a lot of good business foresight on the part of the manufacturers. The Neracar was not only introduced to the public by spreading its name over large quantities of paper, but its real strength and reliability and value was proven by actually putting it to the acid test.

If more manufacturers would show what they have to sell by placing their goods in the public eye, by actual demonstration and performance, I believe they would get better results. Very few people had ever heard of the Neracar before, but now the transcontinental tour makes Neracar almost a household word. It demonstrated to the public that a lightweight motorcycle will carry a person across the country as well as an auto.

It may sound odd but motorcycles are a curiosity to many, even in the middle and eastern states, and are hardly seen in the western states, while autos are all over the country. I say this because I've been all over the country, north and south, east and west, recently, and I saw very few motorcycles on the road. I was surprised at the lack of them. True, there were many motorcycles in large cities and a few in smaller towns but in 10,000 miles I did not meet more than twenty motorcycles where there was a constant stream of automobiles.

I traveled over terrible roads and traveled them faster, easier and safer and more economically than the autos. I came upon dozens of autos that were stuck on steep grades and in deep sand where all the occupants were out pushing and struggling to get ahead a few feet. I rode right around them easily.

But in spite of this fact these sweating, laboring autoists would straighten up and pity me both by words and looks because I was riding a motorcycle over these bad roads.

That seems to me to be the fault of both manufacturers and dealers, in not educating the public to the fact that the motorcycle will travel where the auto cannot go. I stopped in many towns for gas and oil where the natives would gather around my machine and look at it as I imagine the Western Indians used to gaze at the first locomotive. They showed absolute ignorance of the motorcycle and its use and said they didn't see how I could travel anywhere on that thing. It seems to me that some one or some organization should take steps to educate the public along motorcycle lines.

The manufacturers can do much by sending out their representatives on motorcycles instead of trains, have them make their towns frequently and stay long enough to give the natives a ride and show them the speed, comfort and safety of traveling on a motorcycle. Also the manufacturers could help a lot by imitating the Excelsior, Ace and Neracar factories and send their stock machines for road demonstrations of some sort or other, always, of course, using good judgment in regard to excessive speed on the public roads, open mufflers, etc.

In my recent trip across the country I kept my muffler closed in towns and cities, observed speed laws through all towns and tried not to make a nuisance of myself. I also observed all rules of the road, kept to my own side, slowed up for blind turns and crossroads and showed some regard for others using the highway instead of crowding them into the ditch.

The public generally have a fear of motorcycles. This is, of course, ridiculous, but I've seen really intelligent men shudder and turn away from a motorcycle, some with a curse, then step right into an auto and drive away. They don't stop to think that they are riding in a death trap. They sit in their car caged in. They can't get out. They ride blindly down the road thinking they are perfectly safe and shudder or curse at a passing motorcyclist. But they have from one to three tons of weight to roll over on them and crush out their lives. It happens in every community most every day. For proof of this read your local paper.

Still the mothers will refuse to let their boys have a motorcycle on which they can get fresh air and health. They say it's dangerous. They are wrong. These mothers want their boys to ride in death traps. They hang out at the dance hall, go joy riding late at night and end up in the morgue next morning with from $1,000 to $3,000 of automobile wrecked.

The M. and A. T. A. might do motorcycling a real service by inaugurating a campaign to change public opinion. I can't advise how. I don't pretend to know. But I do know that present conditions are bad and I suggest educating the public by showing them the safety, economy and general practicability of the motorcycle as a means of transportation.

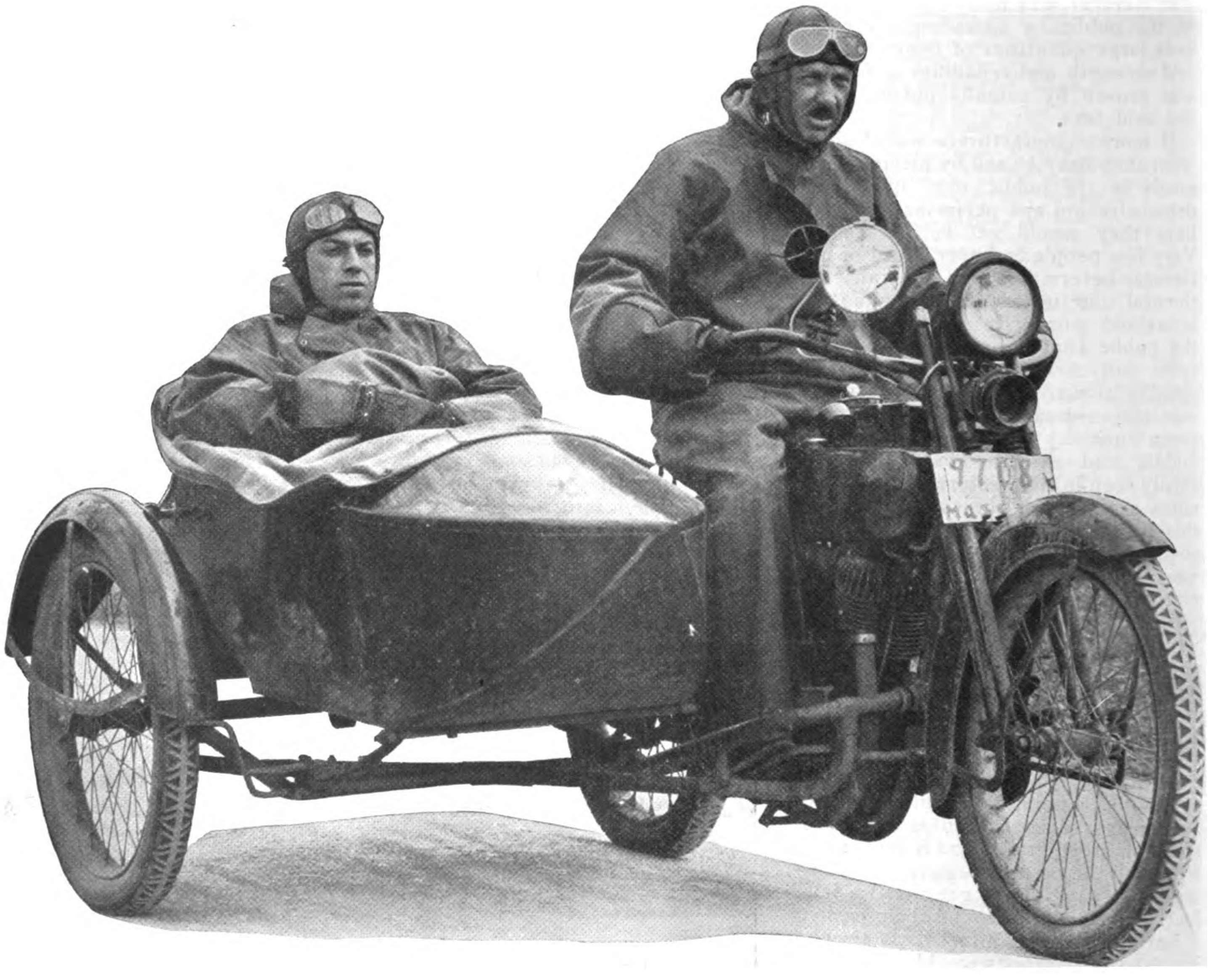
Get out on the road. Let more lightweights follow the Neracar and prove to the public that they are more than just a means of riding a few blocks to work. If more heavyweight machines also follow the Henderson and Ace, across the continent or elsewhere it will help. Let's make motorcycling interesting always.

Yours for the future prosperity of the motorcycle.

WELLS BENNETT.

King Alphonso's new palace guardians. The picturesque mounted palace guards of Madrid have recently given way to a no less picturesque, but much more efficient motorcycle squad. These men can get about in half the time it took the horse guards and the king is highly pleased at the way they have guarded the palace grounds and vicinity. This photograph shows the squad on duty.

Ellis and a 1923
smash Boston-Chi



The record-smashing combination—George "Usco" Ellis, Harold Haskard and a 1923 74 cu. in. electrically equipped Harley-Davidson.

All the power
and speed
you want

HARLEY-

Harley-Davidson
ago Sidecar Record

1,236 miles in 43 hours and 10 minutes actual riding time. (Elapsed time, 49 hours and 45 minutes) Speeding over frozen-rut roads, topping snow covered mountains, battling slashing winter winds, George Ellis with Harold Haskard, sidecar passenger, cut 11 hours off his previous record. His former record was made last fall with a four cylinder sidecar outfit, minus passenger.

Think of it!

Ellis shifted gears only once on the entire trip, in the Cumberland Mountains near Chambersburg, Pa. Not once on his record-breaking dash did he open his tool box.

Two more records broken by Ellis on his sensational run

BOSTON to SPRINGFIELD

Ellis made the 100 mile run between these two cities in 2 hours and 20 minutes. "The Twentieth Century Limited", New England's fastest express train, makes this same distance in 2 hours and 26 minutes with a 4 minute stop at Worcester.

BOSTON to NEW YORK

A new record for this inter-city run was set by Ellis and his Harley-Davidson sidecar outfit with the time of 7 hours and 10 minutes. The former record, made with a four cylinder motorcycle, was 8 hours and 5 minutes.

HARLEY-DAVIDSON MOTOR CO., *Milwaukee, Wis.*

World's Largest Builders of Motorcycles and Sidecars

DAVIDSON with a twin's economy and simplicity

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Remove the Carbon

(1)—I have a Cleveland motorcycle and noticed recently that the power had fallen off and the hills it used to take on high can just be climbed on low. I have cleaned the spark plug and made various carburetor adjustments, but cannot seem to effect a cure.

WESTERN UNION.
Washington, D. C.

Answer

(1)—The motor is very likely full of carbon, due to burnt oil and varying mixture. Disconnect the exhaust pipe and clean the exhaust port; if this does not improve the running, take off the cylinder and give the cylinder and piston a thorough cleaning. See that the carburetor pistons work full length of lift after reassembling.

Gasoline Flow

(1)—My 1921 Indian twin runs all right up to about 45 miles per hour and then often misses or the motor stops after a few revolutions. On examining the carburetor, it usually has little gasoline in the float chamber or may be empty entirely. After waiting a short time or priming the carburetor, the motor will again start on the first kick. I have blown out the fuel pipe a number of times, but the trouble seems to come back just the same.

THOMAS MILLER.
Detroit, Mich.

Answer

(1)—The trouble is probably in the needle-shut off valve as the result of dirt or slime in the tank. Remove the fuel pipe and drain both sides with the needle valves removed. Flush the tanks out with gasoline, plugging the unions with corks while filling.

Faulty Condenser

(1)—I have a Berling magneto on my twin and cannot keep it in running order. The contact points burn off in a very short time and the motor gradually becomes harder to start without priming. Up till last season I never needed to prime the cylinders; the machine starting with a few kicks.

OLD SUBSCRIBER.
Chicago, Ill.

Answer

(1)—The condenser is bad; fit a new one. The contact points on this model of Berling left much to be desired as to nickel and platinum and burnt easily, even with a sound condenser. Apply to the factory for new points and condenser, stating your trouble.

Operating Costs

(1)—Please tell me what items should be figured in ascertaining the cost of running a motorcycle and an automobile.

A. LIDDELL.
Albany, N. Y.

Answer

(1)—All costs are figured on a basis of 5,000 miles per season, no matter what the type of motor vehicle. Items are: gasoline used, oil used, interest on money at 6%, depreciation (33%), repairs (about 8-10% of cost of machine), tire replacement, license fee, operator's fee (when needed), insurance, garage (if any), carbon removal ($5 per cylinder average every 3,000 miles or less), tax as personal property (if such tax is levied where you live). Add costs as given and divide by 5,000 to get cost per mile.

From Hendee Mfg. Co.

(1)—I bought an Indian machine from the War Department last spring and now want to get some parts for the motor and three-speed. The dealer I applied to says parts for this model cannot be gotten any more. Please tell me what I am to do. The motor number, as far as I can make out, is 75142.

B. G. W.
Hamilton, O.

Answer

(1)—The War Department used Indians with motor numbers including the letters "J" and "M." Your motor is no doubt a "J" or 1917 model. Parts for this model can be obtained at any time from the Hendee Mfg. Co., Springfield, Mass., and through any first-class Indian dealer. We are surprised at the dealer saying what he did.

One Lunger

(1)—Will you recommend me a type of motorcycle that is not large and too powerful. I want to use it going to and from work. A friend has suggested my getting a 5 h.p. twin Indian.

CONSTANT READER.
Ardmore, Pa.

Answer

(1)—If your friend refers to an Indian Scout, all right. If he refers to an older 5 h.p. twin Indian, we recommend your getting a single-cylinder model, either Indian, Reading-Standard or Harley-Davidson. These models can only be purchased second hand, as single-cylinders are no longer made for the market, but if in good condition can be depended upon. Get one with a three-speed or two-speed gear.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Pipcoop Centre Is Agog

(Reprinted from the Pipcoop Centre Cackle)

Ben Broomstraw, residing on his farm two miles west of here, has been wearing his suit of clothes so long that the neighbors are tired of seeing it, and Mrs. Broomstraw is heartily ashamed of Ben. Last night Ben hitched up his motorcycle and sped to the village planning to give his good wife a real surprise.

Going to the New Enterprise store he bought a suit of clothes which he tossed into his sidecar and started hurriedly for his home. While crossing the Tipton bridge Ben got another happy idea. He dismounted, took off the old suit and threw it into the river. Then he reached for his new scenery, but same had departed Ben knew not whence.

There was no thinking of returning to the village. Ben pressed on and arrived home in his underwear. Needless to say, Mrs. Broomstraw was more surprised to see Ben than Ben anticipated she would be had he appeared in a new suit.

The Names Club's Bureau of Measures

O. Little
F. Short
Harry Peck
Frank Small
Walter Measure

By Their Parts Should Ye Know Them

A city motorcyclist riding his machine along a little used country road, heard something rattle beneath his mount, stopped, looked back and saw a bright metal object lying in the road a short distance behind. It was a harrow disc, evidently lost by some farmer.

It was fully a half hour before another motorcycle happened along, and he, seeing the first motorcyclist sitting beside his mount examining it closely, stopped and asked what the trouble might be.

The first motorcyclist looked up and exhibited the harrow disc.

"This darned thing dropped off my bus," said he, "and I've been hunting for half an hour to find out where it belongs."

The Motorcyclist's Winter Prayer

Now I go out into the cold.
I pray the Lord my tires hold.
If one should bust before I'm back,
I pray a spare's upon the rack.

Turning a Fan Into a Dealer

A Story with a Suggestion in It for Further Activities Along the Same Line Many a Rider Has the Making of a Successful Dealer

THERE is a new motorcycle store in Erie, Pa., and the story back of it is of more than usual interest, just now when we hear so much about motorcycle riders getting tired of two wheels and graduating to four. It is a story of years of continued loyalty to the greatest sport on earth, by a family who could well have afforded an automobile had they desired one. It is also one answer to the statement not infrequently made that it is difficult to find the right kind of men to establish agencies. There must be many more enthusiasts just like A. D. Beckman, who has hung out his sign on the new Indian agency at 1807 Parade street, and opened up with a full line of Indian motorcycles, sidecars, bicycles, parts and accessories.

Since 1909 Beckman has been riding, winter and summer, and has taken an active and enthusiastic part in all of the club activities of his city. He has always been a leader and was a charter member of the Erie club, organized in 1910 and still in a flourishing condition with club rooms at 2510 Peach street. He acted as secretary of the club and F. A. M. Commissioner for six years and for the past three years has been president and M. and A. T. A. referee. In all these years his connection with the trade has been as an enthusiastic sportsman. It was not until recently that he thought of giving up his position as assistant branch manager of the Armour & Co., Erie branch, with which he has been connected for sixteen years, to go into the motorcycle business. Now he is going to get his bread and butter and a fair share of jam out of the motorcycle, as well as his sport.

All over the country there are enthusiastic motorcyclists, club leaders and boosters who have both the finances and the natural love of the sport necessary to a proper start in the business. Why not get after them?

Mr. and Mrs. Beckman have toured extensively. They got their first sidecar, a wicker basket outfit, back in 1912 and have pretty thoroughly covered the Eastern states as well as touring to Cheyenne, Wyo., Denver, Col., and the Rocky Mountains. Last year they got a two-passenger sidecar to make room for their niece, Miss Louise Weschler, who came to make her home with them.

At the time of the Rochester rally last summer Mr. Beckman and Miss Weschler, met the Western tourists near Cleveland and escorted them to Erie where they joined forces with the Pittsburgh riders and all made their noon stop at Erie, and then Mr. and Mrs. Beckman and Miss Weschler rode on to Rochester with the crowd. Miss Weschler is just as much of a fan as her uncle and aunt. At Rochester she won nine prizes in the different sports.

A. D. Beckman, new Indian dealer at Erie, Pa.

Recently the family toured to the factory at Springfield to see how the Indian is made. Miss Weschler tells the story.

"We left Erie, Pa., for Springfield, Mass., Saturday afternoon at three-thirty and had gone less than twenty miles when it started to rain. The further we went the worse it rained, so we stopped at Batavia, N. Y., after riding 115 miles in said rain.

"Left Batavia Sunday morning and as we were in a hurry to get to Springfield we made no unnecessary stops. It began to get dark when we got to Fonda and as we did not want to miss any of the beautiful scenery by riding at night we decided to stop there for the night. Left Fonda at 7:30 a. m. and arrived at Springfield at 11:55 a. m., after a most wonderful trip over the mountains and the Berkshires.

"We spent a day and a half at Springfield, most of which was spent at the Hendee Mfg. Co., where we were made most welcome by members of the office staff. It was a wonderful sight for me to go through the Hendee plant and see how the good old Indian was built. Some system.

"We left Springfield Wednesday morning in company with Mr. Buffum of the Flxi Co., who was driving through to Loudonville, O. We left Mr. Buffum at Buck & Passmore's in Troy.

"It started to rain while going through West Springfield and poured all the way to Troy. Through a total of about 200 miles of the trip we rode through rain, but did not get a bit wet, thinks to the rubberalls for driving and Easting wind-screen for sidecar.

"The speedometer registered 1,033 miles for the round trip and we got through with no trouble at all, never having opened the tool box, and came all the way around with Erie air in the tires, which had had 5,000 miles' use before starting. It is a pleasure to tour like that. We hope to make the trip again only under better weather conditions."

Mr. Beckman has installed Charles Schroeder, who was in the repair department of the LeJeal Mobile and Cycle Works, former Indian dealers at Erie, for the past five years, in the service department of the new agency. With his own sixteen years of boosting it should be no difficult matter for the Beckman organization to give the riders of Erie the kind of service they want. The latch string will always be out to tourists, says Beckman, whether they want service or not. Call and get acquainted, anyway.

ON SELLING

IN remarking on the steady pressure of selling in the present market one observer of Wall Street affairs remarked that it reminded him of an old English couplet, which runs something as follows:

"It's not the 'opping of the 'edges that
'urts the 'osses 'oofs,
But the 'ammer, 'ammer, 'ammer on
the 'ard 'ighway."

—New York Times Financial.

MOTORCYCLIST A MINISTER

Aldo Finzi, former aviator and champion motorcyclist of Italy, has been offered the portfolio of Air Minister in the cabinet of M. Mussolini, the Fascisti chief.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

SIX-DAY races used to come once a year. Now they come as often as income tax payments.

* * *

It is rumored that a few prominent cyclists will be invited to join the professionals. They have camouflaged as amateurs long enough and should be chasing dollars, where they belong.

* * *

Jack Prince has bobbed up again. This time John Shillington is due to start construction on an automobile speedway at Oakland, Cal. More lumber companies into the business, as it were.

* * *

Paul Bourillon, a two-time winner of the French sprint championship and a former world's champion, who took to singing after he quit cycling, has branched out as a garage owner. Probably more "sugar" in dishing out "gas" than in warbling.

* * *

Ernest Ohrt, the 'Frisco pedaller, won a match race at the Sportpalast, Berlin, November 15. Ohrt defeated Adolph Huschke and Carl Saldow. At the same track on November 19 Ohrt and Bauer defeated Schrage and Adolph Huschke in a team match.

* * *

The lock was put on the Sempione Velodrome, Milan, Italy, for the 1922 season on Sunday, November 19. The sprint feature was won by Mario Bergamini from Caesar Moretti and Mori. A 60 lap race was taken by Tonani with Bergamini second and Georgetti third.

* * *

After slanting over the news from Europe and digressing from cycling for the time being, it would seem that the WE BOYS have a branch lodge in France and they have initiated "Battling" Siki and Georges Carpentier, Georges the Beautiful One, as honorable members.

* * *

Frank L. Kramer, chairman of the Board of Control of the National Cycling Association, is planning to attend the next meeting of the Unione Cycliste Internationale to be held in Paris in February. I suggested to Frank that when he goes there he get the world's governing body to compile what will be known as a set of world's records. World's records are like amateurs. There isn't such an animal.

* * *

Frank Drury, honorable chairman of the racing committee of the New Century Wheelmen, of San Francisco, Spencerians me that the club, which was organized back in 1900, is closing one of the best seasons of its fine life. Frank says that one or two members are contemplating arranging with the S. P., U. P., C. & N. W. and N. Y. C. for tickets that will carry them to us and where they will compete in the races at the New York and Newark tracks. Percy Lawrence formerly sported the colors of the N. C. W. and P. O. was some nifty rider. Too bad he retired. The N. C. W. has a select club house and it put the boys back $1,000 to furnish it up, but it is worth it. On Saturday evening, December 9, they will hold a smoker and they will have everything, roller races, jazz, boxing, wrestling, and they will receive the reports on the finish of the Garden "grind," if the radio carries that far.

* * *

A Paris sporting paper lists ten of the world's best sprinters and also ten of the world's best paced riders. According to the opinion of the writer, Louis Delblat, the ten sprinters in alphabetical order are: William Bailey, England; Ray Eaton, America; Ernest Kaufman, Swiss; Gerard Leene, Holland; Peter Moeskops, Holland; Gabriel Poulain, France; Maurice Schilles, France; Bob Spears, Australia; Arthur Spencer and Willie Spencer, America. The paced followers are: Clarence Carman, America; George Chapman, America; Frank Corry, Australia; Gustave Ganay, France; Victor Linart, Belgium; Vincent Madonna, Italy; Jules Miquel, France; George Seres, France; Paul Suter, Switzerland, and Leon Vanderstuyft, Belgium.

* * *

Peter Moeskops, who ankled his way home a winner in the world's sprint championship last year and also this year, led the Holland sprinters in winnings. Pete copped 17 firsts and four seconds during 1922 on Holland tracks. Claus Van Nek was second with 13 firsts, three seconds, a third, a fourth and a fifth. Johan Van Boxtel was third with 12 firsts, half that many seconds and three thirds, while C. A. Bakker finished fourth with ten firsts, four seconds, four thirds, three fourths and two fifths. Forty-six riders figured in the professional sprint division. Maurice Peeters was the best amateur, Peeters winning 11 firsts, four seconds and a third. Mazairac and Johan Bosch van Drakenstein were second and third respectively. Jack Stork was heading the paced men at the finish of the season with ten wins, four seconds, one third, six fourths and one fifth place. C. Blekemolen, C. J. Snoek and A. Van den Stel finished next in that order. Forty-three amateurs and 20 paced riders figured in their respective tables.

Ernest Ohrt, the 'Frisco rider, after he won a match race at the Sportpalast, Berlin, on November 15.

* * *

Clarence Carman, the American paced rider, scored a win in the paced race at the Velodrome d'Hiver, Paris, Sunday, November 19. The race was named after the late Tom Linton and was run in three heats at 20, 30 and 10 kilometers. Carman won with four points to five for Jules Miquel, France; ten for Victor Linart, the Belgian, and eleven for Leon Vanderstuyft, the world's champion. The first heat was at 20 kilometers (12.4 miles). Miquel won in 17:24 2/5. Carman was second; Linart, third, and Vanderstuyft, last. The second heat was at 30 kilometers (18.6 miles), and Carman was the winner in 26:43 4/5. Miquel was second and Vanderstuyft beat Linart for third. Carman also won the third heat at ten kilometers (6.2 miles). His time was 8:52 4/5. Miquel was ten meters back of Carman. Linart was third and Vanderstuyft took last again. A sprint match on the same card brought together Gabriel Poulain, France, and Ernest Kaufmann, Swiss. The latter won in two straight heats in rather handy style.

* * *

The management of the six-day race now being run at Madison Square Garden had planned to make something different this December. They had planned an earlier start so that the riders could do their full week, with no time off for good or bad behavior. A card of sprint races had been scheduled, the sprints to start a 8 p. m. and the hunt for the end of the black line at 10 p. m., BUT—and there always seems to be a BUT in it. Hush, children, HUSH. They forgot to have the Law Horrible YES the plan and they had to perform an operation and cut out the earlier-planned start, so the precedent of many, many years was unbroken and THE race started at a fraction of a minute after midnight. To many it seems the same old race. It is in a lot of respects, but the Gang we know has been sadly decimated. Yep, it seems as though they took out every tenth one and shot him. The quota may be larger. Officials who have always had their name emblazoned on the program, whether they did any officiating or not, are missing. They do not sport the gold tinsled badges, which were always honored at the portals for an "entree," as of yore. Those boys who looked forward to picking up a nice piece of change with which to purchase Christmas presents are due for a lean and hungry Xmas if they depend on what they get out of the Garden. Their bit is going to be nil, which is the last thing in nothingness. Tough? Tougher than some of the steaks one gets nowadays. And come to think of it, the management's plan of something different is just about working out: It is something different to the old gang. Their feet slipped and slipped bad. WHO'S THE NEXT? seems to be the slogan around Diana's famed palace.

Two Teams Lead Six-Day Race

Goullet and Belloni and Brocco and Coburn Lap Field Wednesday Morning—Add Second Circuit With Egg and Eaton

WEDNESDAY, the third day of a six-day race has always been noted as the lap-stealing day. The race at Madison Square Garden that started Monday, December 4, is no exception to the rule. There was lap stealing with a vengeance early that day, two teams putting two laps on the field, while another team started them on their way and went with them for the second a short time after.

The teams that are leading the field are the Alfred Goullet and Gaetano Belloni team of American and Italian and the French-American pair of Maurice Brocco and Willie Coburn. The team that started the second "jam" and went with the Goullet-Belloni and Brocco-Coburn teams for a gain of a lap was made up of Ray Eaton and Oscar Egg, American-Swiss combination.

The hostilities were started by Alec McBeath, who had lost his partner, Cecil Walker, on Monday and teamed up with Walter Rutt, the German, who also lost his mate the first day. McBeath jumped away for a good gain. Alfred Grenda, of the Grenda-McNamara pair caught him and went by and gained some more ground. McNamara came out to relieve Grenda and was caught by Goullet. Goullet then jumped away with Willie Coburn and the two teams changed off pace and gained the coveted lap. During the sprinting, which lasted for eight minutes, Hill fell on the Fourth avenue turn and carried Grenda and Harry Horan with him. Grenda wrenched his shoulder, but resumed the race later.

HOW THEY STAND

8 A. M.—Wednesday—56 Hours

Team	Miles	Pts.
Goullet-Belloni	1,063.5	108
Brocco-Coburn	1,063.5	34
Eaton-Egg	1,063.4	145
Hill-Verraes	1,063.3	99
Bello-Gaffney	1,063.3	92
Horan-Fitzsimmons	1,063.3	68
Lands-Taylor	1,063.3	49
Grenda-McNamara	1,063.3	45
Madden-Kaiser	1,063.3	44
Grimm-Gastman	1,063.3	15
McBeath-Rutt	1,063.2	76
Eyckmans-Spiessens	1,063.2	48
Azzini-Kopsky	1,063.2	37
Gay-Gremo	1,063.1	18

Record, 1,159.5 miles, made by Anderson-Dupuy in 1915.

The Garden was in an uproar and both the teams that gained the lap were accorded a great ovation by the crowd. The big crowd surely went mad and they had a right to, as it was the best "jam" of the race, but they had another chance a few minutes later to turn loose some more noise. Ray Eaton gave them that chance when he caught the field napping and got away at 12:50. Egg came out to relieve Eaton and went along at a great rate. Goullet and Brocco chased and caught Egg, the trio being away from the field the length of the stretch. The three combinations changed off pace and gradually cut down the distance that separated them from the gain of another lap. The pursuing riders and the pursued rode gamely, but the pursuing trio changed like clock work and gradually cut down the field and after six minutes of riding rode around the field to the front and scored the lap.

This put the Goullet-Belloni and Brocco-Cuburn teams two laps ahead of the field, while the Egg and Eaton pair one lap ahead of the others. The positions with the points scored and the distance covered will be found in the accompanying table.

There was little doing after that until the early morning sprints started at 2:30 with the exception of the little "jam" that Fred Hill started at 2:10. It lasted only a few laps. The morning sprints finished as follows:

Sprint

1—Eyckmans, Bello, Verraes, Madden.
2—Azzini, Egg, Gaffney, Fitzsimmons.
3—Eyckmans, Bello, Kopsky, Eaton.
4—Gaffney, Fitzsimmons, Hill, Egg.
5—Horan, McNamara, Eyckmans, Madden, Taylor. Horan disqualified for foul riding.
6—Gaffney, Egg, Azzini, Spiessens.

The start of the Madison Square Garden "grind." From left to right the riders in front are: Sam Gastman, Tommy Fitzsimmons, Joe Kopsky, Willie Coburn, Alfons Verraes, Alfred Grenda, Cecil Walker and Alfred Goullet. Ray Eaton, Walter Rutt, Alfonse Spiessens and Charles Oliveri can be seen in back row.

7—Bello, Kopsky, Eyckmans, Madden.
8—Gaffney, McBeath, Hill, Fitzsimmons.
9—Bello, Rutt, Verraes, Eyckmans.
10—Grenda, Gaffney, Fitzsimmons, Hill.

COPS DELAY THE START

IT had been planned by the management to start the race earlier this year. As announced last week, a card of sprint races had been arranged for 8 p. m. with the "grind" getting away at 10 p. m. The best laid plans of mice and six-day managers sometimes go awry. This case was no exception. The Law Horrible stepped in and notified the management that they had better cut out the early start this year and the managers proved to be good cutters and the race started at 12.01 a. m. on Monday.

Baron Poucci, said to be the smallest man in the world—in stature—was lifted up to the edge of the track and was photographed as the starter, but as the officials were afraid that the recoil would probably knock the Baron for a fall they substituted A. H. Carter, a big Texan, who handled the "smoke wagon" in great shape.

The following teams got away with the first named rider starting for the team: Alfred Goullet and Gaetano Belloni, Ray Eaton and Oscar Egg, Alfred Grenda and Reggie McNamara, Cecil Walker and Alex McBeath, Harry Kaiser and Eddie Madden, Tommy Fitzsimmons and Harry Horan, David Lands and Fred Taylor, Joe Kopsky and Vincent Markey, Willie Coburn and Maurice Brocco, Alphonse Spiessens and Louis Eyckmans, Walter Rutt and Willie Lorenz, Federico Gay and Angelo Gremo, Charles Oliveri and "Joe" Azzini, Sam Gastman and Willie Grimm, Alfons Verraes and Fred Hill and Larry Gaffney and Tom Bello.

The riders started out at a merry pace. They were outside the record for Garden races in the first hour. Hill led the pack with 26.3 miles to his credit. The record is 26.6 miles and was made in 1915 by Kaiser and Cameron. When the second hour rolled along Eddie Madden led with 51.3 miles, Eddie being credited with adding four laps to the best mark. The old mark was 50.9 miles and was made by Lawson and Root in 1915. After the second hour, however, the field started to slow down and steadily lost ground. When the first 24 hours had been finished the leaders had covered 528.7 miles. The record is 537.9 miles and was made by Joe Fogler and Fred Hill in 1914.

The first day of the race was a hard luck one. Early in the afternoon Charles Oliveri, of the Oliveri-Azzini team, had a bad crash and broke the big toe on his right foot when his pedal hit a post and the foot stuck to the pedal. He was unable to continue, so his partner, Azzini, was put to bed at 4 p. m. and almost immediately arrangements were made for Vincent Markey, riding with Joe Kopsky, to drop out and Azzini and Kopsky formed a new team, they being officially in the race at 8 p. m. and were penalized one lap.

Sam Gastman, the lone Jewish entry in the Garden "grind"

The first of the evening sprints ended sprinting for 40 minutes. McNamara and Lorenz locked handlebars on the Madison Avenue turn and both fell, carrying Taylor, Horan, Eyckmans, Gremo and Brocco with them. Bicycle riders seemed to be flying through the air. When the rescue squad finished its task it was found that Lorenz had torn the ligaments of the right shoulder and about two hours later was officially out. McNamara hurt his head and shoulder; Horan escaped with a cut about the mouth when he hit the wire on outside of track; Gremo strained his knee; Taylor was injured in the groin and Eyckmans wrenched his leg.

The sprints were resumed at 9.30 and after the seventh dash Verraes jumped away. Goullet went on top of the Belgian and caused a good "jam." Brocco, however, came out and saved the day for the most of the teams. Rutt, who had been riding since Lorenz was hurt, Eyckmans and Spiessens and Gay and Gremo each lost a lap. Rutt rode until 11 o'clock and then rode off the track with four hours to get a new partner.

Larry Gaffney won $100 in "premes" in the first 24 hours. Harry Horan gathered in $80 and the others the following amounts: Verraes, $70; Taylor, $60; McBeath, $60; Bello, $95; Goullet, $50; Eyckmans, $40; Azzini, $10; Grimm, $20; Lands, $10; Fitzsimmons, $10; Kopsky, $10; Markey, $10, Belloni $25; Gastman, $25, and Madden, $25.

The conditions for the race are similar to those of like events. Ten sprints are run in the morning, ten in the afternoon and ten at night. Early in the race first count six points: seconds, four; thirds, two, and fourths, one. On Saturday the morning and afternoon sprints will be doubled for the winner, the other positions remaining the same. Saturday night 72 points will be credited first; second, five; third, two, and fourth, one. The results of Monday's sprints follow:

2:30 A. M.

Sprint

1—Goullet, Egg, Kopsky, McBeath.
2—Hill, Walker, Grenda, Madden.
3—Goullet, Egg, Kopsky, Verraes.
4—Lands, Madden, Hill, Belloni.
5—McBeath, Goullet, Taylor, Verraes.
6—Azzini, Hill, Madden, Gastman.
7—Rutt, McBeath, Horan, Goullet.
8—Lands, Gaffney, Gremo, Hill.
9—Horan, Lands, Egg, Goullet.
10—Gremo, Eaton, Taylor, Coburn.

3 P. M.

1—Egg, Coburn, Taylor, Hill.
2—Horan, Goullet, Verraes, Lorenz.
3—Egg, Coburn, Hill, Walker.
4—Goullet, McBeath, Eaton, Madden.
5—Hill, Coburn, Egg, Belloni.
6—Lorenz, Madden, Grenda, Grimm.
7—Rutt, Hill, Taylor, Egg.
8—Egg, Taylor, Eyckmans, Verraes.
9—Rutt, Gay, Lands, Goullet.
10—Bello, Grenda, Kaiser, Egg.

9 P. M.

1—Egg, Goullet, Gastman, McBeath.
2—Goullet, Coburn, Egg, Gaffney.
3—Bello, Belloni, McNamara, Taylor.
4—Goullet, Grenda, Eaton, Coburn.
5—Azzini, Egg, McNamara, Walker.
6—Lands, Hill, Grenda, McBeath.
7—Egg, Belloni, Walker, Rutt.
8—Goullet, Eaton, Horan, Gastman.
9—Egg, McNamara, Madden, Grimm.
10—Horan, Hill, Kaiser, Goullet.

The standing following the Monday evening sprints follows: Egg-Eaton, 68 points; Goullet-Belloni, 62; Hill-Verraes, 39; Lands-Taylor, 37; Rutt-Lorenz, 26 (abandoned); McBeath-Walker, 25; Grenda-McNamara, 22; Madden-Kaiser, 18; Coburn-Brocco, 17; Horan-Fitzsimmons, 14; Bello-Gaffney, 13; Gremo-Gay, 12; Grimm-Gastman and Kopsky-Azzini, 6 each; Spiessens-Eyckmans, 2

RUTT GETS NEW MATE

WALTER RUTT, who had lost his partner on account of injuries received in the first sprint of Monday, was not destined to be eliminated entirely from the race. Rutt had retired about eleven bells Monday with a four-hour bit to get a new trouble sharer. He had only to wait about an hour when Cecil Walker decided he had enough six-day racing—at least for this week. Cecil pulled up the white flag of surrender to General Fatigue and Rutt doubled up with McBeath, the new team taking Rutt's score of one lap back of the leaders.

From the time the morning sprints were finished, the riders rode along at a steady gait, emulating the "flat dwellers" late in the morning. They plodded along, content with their lot, which to some was a lot of aches and pains.

About two o'clock in the afternoon, Tommy Grimm and Sam Gastman stirred up some trouble for the Gay and Gremo team. The youngsters started a "jam" and then Rutt went for a couple of laps. Brocco and Hill chased them and brought them back, but Gay and Gremo were lapped, which put them a lap more back of the leaders.

During the evening sprints, the boys indulged in some "jamming." Coburn went away early in the sprints. After Eyckmans won the seventh sprint, Brocco jumped away and Coburn came right out to relieve him.

At 11 P. M., the leading contingent had covered 914.8 miles, which was 75½ miles back of the record. The midnight, or 48-hour score showed McNamara leading with 935.3 miles to his credit. The record is 1,011.1 miles and was made by Goullet and Grenda in 1914.

THE DAY'S SPRINTS

2:30 A. M.

Sprint
1—Lands, Hill, Goullet, Egg.
2—Egg, Gaffney, Taylor, Verraes.
3—Goullet, Gremo, Coburn, Rutt.
4—Egg, Gaffney, McNamara, Kaiser.
5—Eaton, Goullet, Coburn, Lands.
6—Kopsky, Egg, Gaffney, McBeath.
7—Horan, Rutt, Madden, Hill.
8—Verraes, Egg, Gaffney, Kopsky.
9—Madden, Rutt, Gastman, Hill.
10—Verraes, McNamara, Brocco, Kopsky.

3 P. M.

Sprint
1—Eyckmans, Goullet, Coburn, Horan.
2—Verraes, Egg, Gaffney, Madden.
3—Horan, McBeth, Goullet, Coburn.
4—Verraes, Egg, Gaffney, McNamara.
5—Eaton, Goullet, Coburn, McBeath.
6—Verraes, Gaffney, Egg, Kopsky.
7—Goullet, Coburn, Horan, McBeath.
8—Egg, Rutt, Gaffney, Fitzsimmons.
9—Goullet, Hill, Horan, Eaton.
10—Rutt, Egg, Belloni, Gaffney.

9 P. M.

Sprint
1—Horan, Madden, Eaton, Gastman.
2—Rutt, Egg, Gaffney, Fitzsimmons.
3—Goullet, McBeath, Madden, Horan.
4—Egg, Azzini, Verraes, Taylor.
5—Horan, Gastman, Bello, Goullet.
6—Rutt, Gaffney, Egg, Coburn.
7—Eyckmans, Hill, Gremo, Goullet.
8—Spiessens, Hill, Belloni, Grimm.
9—Eyckmans, Grenda, Horan, Gastman.
10—Madden, Horan, Spiessens, Rutt.

The standing following the evening sprints: Egg-Eaton, 136; Goullet-Belloni, 108; Hill-Verraes, 90; Horan-Fitzsimmons, 60; Bello-Gaffney, 48; Taylor-Lands, 47; Madden-Kaiser, 40; Brocco-Coburn, 34; Grenda-McNamara, 33; Grimm-Gastman, 15. One lap back, Rutt-McBeath, 68; Eyckmans-Spiessens, 28; Kopsky-Azzini, 23. Two laps back, Gay-Gremo, 20.

"ANCIENT ALIBIS"

1897-1906; "My sparkplug wire slipped off."
1907-1910; "My compensating sprocket was slipping."
1911-1914; "My clutch was slipping."
1924-1922; "They gave me punk gasoline."
And in 1933, "Too much static in the air."

ST. ONGE GETS BUSY

ANNOUNCEMENT was made on Monday, December 4, at the headquarters of the Cycle Trades of America, Inc., 35 Warren Street, that Fred St. Onge, the bicycle booster extraordinary, will arrive in Houston, Tex., the week commencing Monday, December 25, to conduct a socialibity run and parade. He will come direct from Baton Rouge, La., where he will put across his propaganda work for the bicycle dealers the week of December 18.

Following Houston, St. Onge will head for Galveston, where he will be the whole week of January 1; San Antonio, the week of January 8; El Paso, the week of January 15; and Albuquerque, N. M., the week of January 22. Bicycle dealers in all those cities are requested to be on the lookout for the bicycle booster and to mark their calendars ahead in anticipation of his visit. It is suggested that in the meanwhile the dealers get together and arrange among themselves to lay out plans for the week he will be in their city. Reports of activities in cities he is now visiting will serve as a guide in working up ideas.

It is suggested that those bicycle dealers in towns and villages adjacent to the cities on Mr. St. Onge's list cooperate by bringing bicycle contingents or sending bicycle riders to participate in the affair. Dealers in towns surrounding those visited reap the benefis of St. Onge's bicycle boosting activities as well as those dealers whose cities he conducts his work in and should lend their full support in fostering the movement.

St. Onge is meeting with overwhelming success on his present trip. One of the principal points he is featuring this time is the "safety first" idea. In a letter to Executive Secretary McCarthy, he says: "I am playing up the 'safety first' lesson very strong, and I find this is appealing to most every one I come in contact with. I have convinced the city officials that we are working for the direct benefit of the youth of today and am getting good cooperation all around."

BUFFALO RACES ARE KEEN

KEENLY contested cycle races featured the 106th Field Artillery A. A. meet on Friday night, December 1. C. Zawadski, the youthful White Eagle A. C. cyclist, who made his first appearance on the hardwood floor, captured first honors in the two-mile open and in the early stages of the race almost lapped the field.

Zawadski was unbeatable in his heat, but to the spectators it was a mere joke. With Seligman and a number of other stars in the final heat, he started off with a great burst of speed and had a lead of 220 yards until the very end of the race.

Fred Seligman of the Twenty-fourth Ward outfit, won five more points for the city championship, by taking first place in the final of the mile race. Gronkowski was outside in the first three laps, but broke away in the fifth only to drop behind and never to be dangerous again.

Summaries:

One-Mile Lap Race—Won by Fred Seligman, 35 points; second, Elmer Bundt, 31; third, Carl Smith and W. H. Shoemaker, 7 each. Time, 2:13 3/5.

Two-Mile Handicap—Won by C. Zawadski, 150 yards; second, Al Miller, 85 yards; third, Fred Seligman, scratch; fourth, C. M. Hann, 90 yards. Time, 4:32.

Gaetano Belloni, Alfred Goullet's partner and Hype Igoes' champion, putting on the nose bag. Felix Patti, of the U. S. I., is sitting with Belloni and Felix looks as though he was figuring on getting booked for a series of races on the cork track in Peru.

BOBBY JUNIOR A WINNER

BOBBY WALTHOUR, JR., son of the old veteran, was the star of the preliminary sprint meet at Madison Square Garden on Saturday night, Dec. 2. Bobby Junior met Oscar Egg and Alfred Goullet in a match race and Bobby won in two straight heats and in a spectacular manner.

Walthour hopped by both Egg and Goullet in the first heat and opened up much ground on his two rivals. Egg chased with Goullet on and the Swiss was a length or so back of the youngster at the finish with Goullet on the outside of Egg. Walthour turned about the same trick in the second heat and Egg and Goullet both chased him, but failed to pass him, Walthour winning by a length with Goullet beating Egg by a narrow margin for second place.

Eddie Madden and Ray Eaton met Alfred Grenda and Reggie McNamara in a one-mile team match and Eddie and Ray won in two straight heats with Eaton doing the finishing in each session. A third match race brought together Walter Rutt, the German, and Maurice Brocco, the Frenchman. Brocco caught and passed Rutt after they had gone a lap or two shy of two miles.

Lloyd Thomas, the 'Frisco sprinter, pulled the unexpected in the ten-mile open for the professionals. Just after the race had started Thomas jumped away and put a lap on the field. Charlie Jaeger came near repeating, but was knocked for a down when he, like Lot's wife, took a look and ran into Cecil Walker. Thomas kept his one-lap lead throughout the race and gathered in a dollar a lap as well, which was very pleasing to Ma Thomas and all the little Thomases. Fred Taylor beat the second division for second place, Fred winning from Willie Hanley, Anthony Beckman and Willie Grimm.

Beckman was the best of the half-mile handicap finalists, the Secaucus bobber coming home a winner from the 60-yard mark. Mike DeOrio, Newark, 50 yards, beat Tommy Grimm, Newark, 55 yards, and Fred Spencer, Plainfield, 50 yards, in that order.

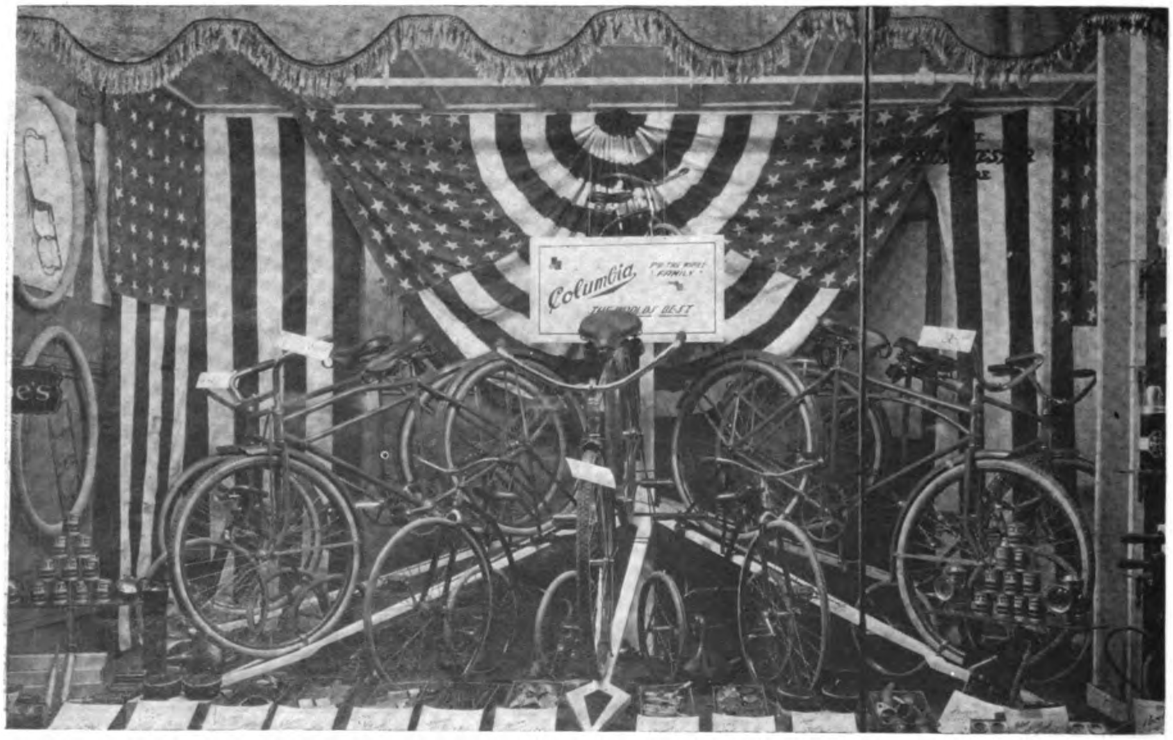
Louis Benazatto, the Unione Sportiva Italiana star, was the best of the field in the two-mile open for the "Simons." Louis beat Burton Fenn, son of the old "Wheatcake Champion," and Otto Zipf. Edward Brown, Fairhaven, won the half-mile amateur handicap.

Half-Mile Handicap, Amateur—Won by Edward Brown, Fairhaven, N. Y., 65 yards; second, John Osterhuber, Newark, 45 yards; third, Mike Moccia, New York City 60 yards; fourth, Otto Zipf, Newark, 20 yards; fifth, George Lucadema, Newark, 40 yards. Time 55 2/5 seconds.

Two-Mile Open, Amateur—Won by Louis Benazatto, New York City; second, Burton Fenn, East Orange; third, Otto Zipf, Newark; fourth, Frank McManus, Orange, N. J.; fifth, Al Valenti, New York City. Time 4:10 2/5.

Half-Mile Handicap, Professional—Won by Anthony Beckman, Secaucus, N. J., 60 yards; second, Mike DeOrio, Newark, 50 yards; third, Tommy Grimm, Newark, 55 yards; fourth, Fred Spencer, Plainfield N. J., 50 yards; fifth, Willie Grimm, Newark, 45 yards; sixth, Willie Keller, Newark, 40 yards; seventh, Willie Coburn, Kearney, N. J. Time, 53 seconds.

Ten-Mile Open, Professional—Won by Lloyd Thomas, Newark; second, Fred Taylor, Newark; third, Willie Hanley, Newark; fourth, Anthony Beckman, Secaucus, N. J.; fifth, Willie Grimm, Newark; sixth, Sam Gastman, Newark; seventh, Fred Hill, Newark. Time, 20:52 4/5.



Window display of Little Joe Wiesenfeld, the Columbia dealer in Baltimore, Md. "Little Joe" gives good service to the public of the Oriole City and they appreciate it by patronizing him.

TRUE SPORTSMANSHIP

By George W. Harley

AS a promoter of amateur bicycle races and runs in the Pennsylvania District and coming in contact with various classes of cyclists, those who are real amateurs, some sham amateurs and those whom I class as "SHAME" amateurs, I am forced to publish what I believe to be one of the finest deeds any cyclist or any athlete can perform.

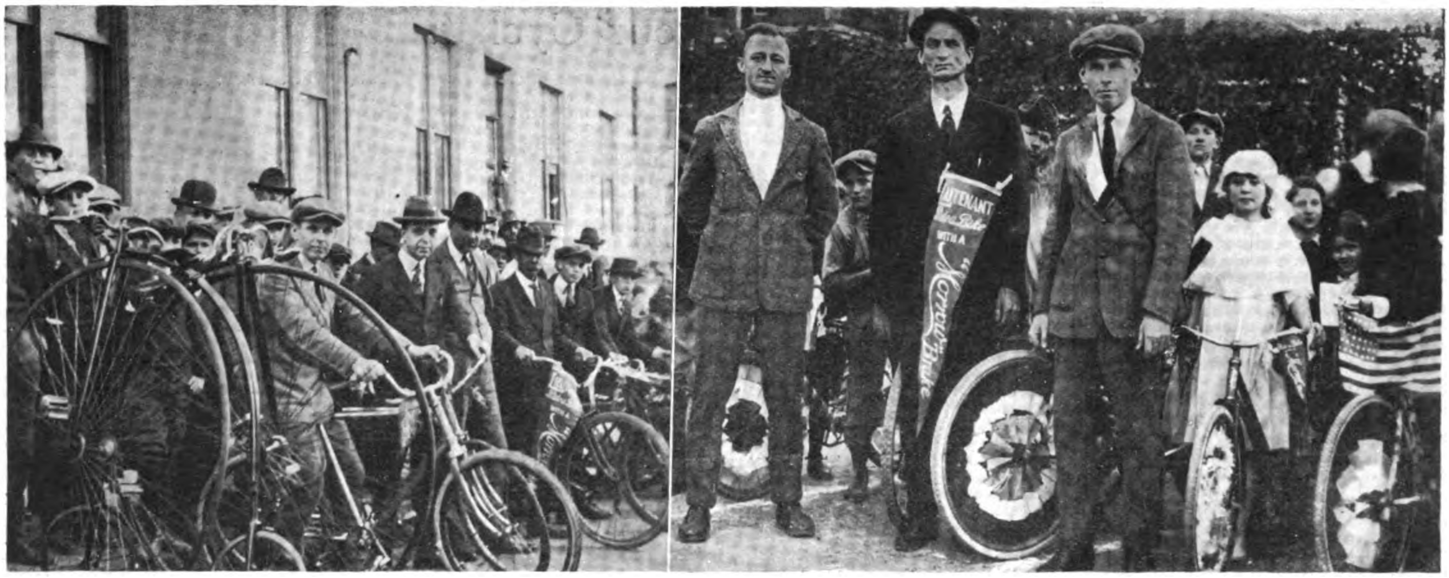
During the successful attempt of William Yarwood, of the Quaker City Cycling Association, of breaking the paced record from Jersey City to Philadelphia, William Perry, of the Century Road Club of America, who has had the honor of breaking the old time and establishing a new one of five hours and thirty minutes some months ago, made it possible for Yarwood to break this time by pacing him with a few other cyclists, namely Al. Everhard, O'Shaughnessy, J. Rawlins and, I believe, a few others who at this writing I do not have the full quota, including his fellow members of the Quaker City Cycling Association from Trenton down.

Yarwood, in giving an account of the trip, gives Perry the greatest recommendation, stating it would have been impossible without his aid. Perry could have retained his record by either making slow time or not assisting at all, but at 9:30 a. m. when the starter, Al. Everhard, sent them off, they set a pace that was so "hot" that Everhard could not "get on."

Cycling when handled in this manner among the clubs could be made popular, as the public will always cater to the sport that is the cleanest and with a few more "Perrys" showing such rare sportsmanship cycling could be made a NATIONAL GAME AGAIN.

The same spirit was shown by the riders who assisted, as they, too, made it possible for another club to take the honors away from them. Surely with this spirit something will be in store for them when they make the next attempt to lower Yarwood's time of five hours and seven minutes.

There are many instances of good sportsmanship that never get into print, because no one thinks to tell them Let's hear from others.



Left—Some of the high wheels and old-time riders in Greenville, S. C., parade. Right—Leon Williams, M. A. Keever and John O'Neill, dealers who helped St. Onge put it over.

Bicycle Gets Boost *in* Greenville, S. C.

FRED ST. ONGE, field agent of the Cycle Trades of America, directed a sociable bicycle ride and decorated wheel parade at Greenville, S. C., November 24, that will go down in history in the minds of the participants as one great event. At the scheduled time, 3 o'clock, riding in formation of two's, over 200 riders, both young and old, and headed by motorcycle officers Lackey and Evans, rode up Main street, over College to Rutherford, to Stone avenue, to Main street again and down into City Park. It was a jolly crowd with gaily decorated bicycles, many of the riders being girls, and they set the pace directly behind the police on motors.

One youngster attracting much attention was James Waldrop, 128 Whitman street. This lad mounted on two wheels that seemed to run in almost opposite directions, his steed was composed of the left over parts of an old velocipede and how the youngster covered the route is even hard for St. Onge to explain. The boy was awarded first prize among the comic riders at City Park. Over 1,200 people assembled at the tennis courts for the exhibition that was carded on this part of the program. After the riders were lined up for photographs, Mr. St. Onge gave them a worth-while talk on road deportment and the value of cycling from a health standpoint. His remarks were approved of by the grown-ups present, many of whom have got the old cycling fever since there has been so much interest aroused here in this popular form of out-door exercise.

Riders in the parade ranged in age from a youth of seven to G. W. Peigler, 77 years. Fifteen girl riders in the procession on pretty decorated bicycles caused much favorable comment along the route of the parade. Several old-time riders were in line and the sight of men again riding bicycles through the streets of Greenville seemed to be as much of a novelty as when bicycles were first introduced here years ago. Here is just where dealers can cash in on the bicycle business in most any city—all that is needed, is someone to start riding; one dealer here was actually stopped on the street one day the past week and questioned as to the reason for his riding a bicycle. After a short explanation as to not only the health benefit and the economical part of cycling, the dealer had a prospect for the sale of a new bicycle and the assurance from his inquisitive friend that it was high time he took up cycling again. Another dealer became so enthusiastic over the light bicycle ridden by St. Onge and its easy riding qualties that he ordered ae once three bicycles fitted with light equipment, two of which will be put into immediate use for demonstration purposes and the other for show on his sales floor.

If dealers would ride bicycles themselves, practice what they preach, dress for riding while at business, they will create a demand for bicycles and the other fellow will follow. No time like the present to start. One dealer in Greenville became so enthused over the visit of St. Onge that he rode a high wheel at the head of the parade and immediately after, stripped the bicycle to be nickel plated and enameled to look like new. He has made up his mind that he can create a demand for bicycles by riding something to attract people to his store. The high wheel will be used for window display.

During the week St. Onge visited eight schools and talked cycling and its proper use to 3.330 pupils, Superintendent of Schools Dr. J. L. Mann granting permission for this very unusual demonstration. The Greenville "Morning News" and the "Piedmont" evening, gave 120 inches of free publicity to the bicycle campaign while three dealers shared in a full page of advertising divided among the two papers, each carrying a half page in one issue. Keever Bicycle Shop, O'Neall-Williams Co. and W. W. Wickliffe dealers of Greenville contributed prizes for the parade. Each dealer was represented in the parade with fine displays advertising their respective lines. The dealers rode bicycles themselves. Cycling has taken a new lease of life there. St. Onge has started something and the dealers have agreed to follow up the work. A. B. Coffman, of the National Cycle Dealers' Association in Chicago will receive applications for membership in the N. C. D. A. at once from the bicycle dealers of Greenville, S. C.

With the Amateur Cyclists

C. R. C. A. HOLD RACES

New York City—Even though it threatened rain, 16 members turned out for the weekly "Cork" races held by the Century Road Club Association, N. Y. Div., on the Grand Concourse and 161st street, starting promptly at 9:10 o'clock, Sunday, December 3. Four races were contested—the Five-Mile Open Handicap race, the Three-Mile Class B Handicap race, the Class A One-Mile Sprint, and also the Class A One-Mile Sprint that was withdrawn Sunday, November 26, on account of the entire field spilling in one heap on the homestretch and that no one finished, was rerun. On the going out lap the racers had to buck against a strong and steady headwind but had the life of Reily on the return lap and were able to finish with a fast sprint.

In the five-miler, with a half mile to go, H. Bonifer started a jam which lasted all the way to the finish. It was anybody's race, first one rider and then another gaining the lead until a few yards to go, when H. Curley, 20 seconds, came across with an extra sprint and nipped J. Viana, 40 seconds, and H. Haller, 20 seconds, respectively, at the tape, with H. Bonifer a wheel's length behind taking fourth place. Time, 15:21.

Joe Burns, 30 seconds, easily won the three-miler, with J. Moccio, 30 seconds, beating C. Gorin, Jr., 30 seconds, by half a wheel's length, for second place, and with R. Lesch, scratch, and J. Viana, scratch, winning fourth and fifth place. Time, 8:38.

Bert Marquart, the club champion, again proved his right to the title by leading E. Umgetler, J. Silver, H. Curley and H. Haller, respectively, across the tape as winners in the first Class A One-Mile Sprint and in leading J. Silver, H. Curley, E. Umgetler and H. Haller, respectively, in winning the second One-Mile Class A Sprint.

The winners of the neatness contest are as follows: First, L. Livet; second, H. Wagner; third, E. Umgetler; fourth, C. Gavin, Jr.; fifth, H. Snow. The short pleasure run usually held after the races were called off for that day as it looked too much like rain.

KETTLER MAKES ANOTHER HAUL

West Palm Beach, Fla.—The three bicycle races scheduled on the county road Thanksgiving Day afternoon proved to be another jewelry haul for young Kettler, the local state champion, for he succeeded in winning three first in three starts for two gold watches and a racing saddle. On points for the three races he won a gold medal for highest score.

Attendance and interest in the races was better than ever before, as there were more than twenty-five automobiles parked around the course when the races started. Four riders started after Kettler's scalp, but none could beat him. He finished the half-mile handicap an easy first and repeated in the one-mile and the four-mile, going into the finish each time with a jump that no one could catch.

Young Hamilton King developed into a promising contender, as he gave C. H. Mitchell, an older rider, a hard brush for second in each event, with a blanket finish in the four-mile, when Mitchell passed him for a half-length just at the tape. King won three prizes of $1 each in trade for his three thirds, with one point each for the races, giving him the bronze medal for third highest in points.

Other riders were George Springfield and Turner, the latter starting on short notice with a borrowed wheel and unable to make a proper showing because of mechanical trouble.

The persistent winning of young Kettler is arousing the fighting spirit of some of the other boys, and they declare that they will be out after him in the next event. lanta from a standpoint of public interest. But from a practical standpoint it was not so good. The perfect score men lined up and drew for the following trophies at a banquet held:

GIRLS HELP OUT CLUB

Ottawa, Ont.—Wide interest was taken in Ottawa, Ontario, in the bazaar which was held by young ladies of the Roamer Bicycle Club on December 2 to raise general funds for the club. The bazaar proved to be a fine success, a large sum being realized in the sale of fancy work, candy and home cooking. The girl themselves worked for weeks with their sewing, while the mothers and sisters of a number of the bicycle racers provided large quantities of cakes, buns and other home cooking, as well as home-made candy. The Roamer Club girls used the showroom of Byshe & Company, 223 Bank street, local bicycle dealers, for the bazaar, the articles for the sale being exhibited in the large window and also on two large tables. The young ladies who were in direct charge of the bazaar included Misses Charlotte Forde, Betty Smith, Marguerite Smith, Dorothy Brook, Eunice Brook, Agnes Roe and Margaret Roe.

EMPIRE'S RESERVE "CORK" RACING

Brooklyn, N. Y.—After a successful season of races, hill climbs and pleasure trips, the Empire City Wheelmen of Brooklyn went back to the task of resuming their old time "cork" races, which are run over the hilly Shore Road course, a distance of about 13 miles.

In the starter for the autumn season, Sunday morning, December 3, R. A. Rom, coming from the rear and after a spirited ride with William Henky toward the finish line, was declared the winner. P. L. Kane, the diminutive Irishman, pulled a rather unexpected surprise by finishing up in third place. William Wherry and Harold Lightfine, two flat floor exponents, finished fourth and fifth, respectively. It looked like a sure win for Traffic Copper John Rom, when he jumped the field at a half-mile to go, but he was unequal to the task in maintaining the lead, and the best he could do was to place sixth. Keen competition for these races is expected for the balance of the season which involve points for the R. B. Smith and B. W. King trophies.

CHANGE RULE OF ROAD

Ottawa, Ont.—The rule of the road was changed in the Province of New Brunswick on December 1 to conform with the traffic custom in all parts of the United States and in all but a small section of Canada of keeping to the right of the roadway. Up to this date, road users in New Brunswick observed the "Keep to the Left" rule, but considerable confusion had arisen because of the great increase in long-distance touring. Many visitors to the province found it difficult to keep on the "wrong" side of the road, while New Brunswickans were at sea when they went traveling in other sections where they expected to keep to the right. Nova Scotia still has the "left" rule.

BOONE EARNS STATE TITLE

Baltimore, Md.—Earl Boone, Maryland Bicycle Club star and State amateur champion, proved his right to the State crown in the Thanksgiving Day track meet promoted by the Columbia Wheelmen. Boone made a clean sweep of every open event on the program, and his victory was clean-cut and decisive in each case, his clever riding being easily the feature of the meet. The individual Australian pursuit race, in which Boone and J. Ernest Nitz, holder of the Baltimore-Philadelphia road record, were entered, was figured to be the big event of the day and proved to be the most interesting. The showing made by Nitz, however, was a disappointment to his followers. He drew a position just ahead of Boone and was polished off by the latter in short order, he traveling only about a mile before flashing past Nitz. Streb, Columbia Wheelmen, and Zimmerman, Maryland B. C., also put away their men in short order, and the struggle that ensued between the two when Streb attempted to pass Zimmerman was a hot one.

After alternately trailing and sprinting for five laps Streb finally passed Zimmerman and was up against Boone for first honors. The laurels went to Boone after a ride of 3 ½ miles in all. The two-mile handicap was won by Boone from scratch after a clever and well-judged ride. Nitz and Zimmerman were also on scratch with Boone, and, after a little jockeying at the start, Nitz jumped out in an effort to shake the others. He succeeded in shaking off Zimmerman and opened up a gap on Boone when he held for three-quarters of a mile. After closing the gap, Boone trailed Nitz till a lap and a half from home when he went to the front, passing the limit men on the last lap and winning handily from Smith, who led home Nitz and the handicap men. The one-mile open again resulted in an easy win for Boone, Nitz again taking the lead at the start and foolishly attempting to cut out all the pace. He blew up on the third lap and Boone drew away to a good lead, Nitz just saving second place by staving off Edwards' belated rush for the tape. Summary:

Two-Mile Handicap—Won by Earl Boone, M. B. C.; second, Jas. Smith, M. B. C.; third, J. Ernest Nitz, C. W.; fourth, Chas. Zimmerman, M. B. C.; fifth, Bernard Morrisey, M. B. C. Time, 5:26 2/5.

One-Mile Open—Won by Earl Boone, M. B. C.; second, J. E. Nitz, Jr., C. W.; third, Jno. Edwards, M. B. C. Time, 2:45.

One-Mile Novice—Won by R. J. Streb, C. W.; second, V. Fertitta, M. B. C.; third, Arthur Bevans, C. W. Time, 2:50 1/5.

One-Mile, Boys—Won by Firmin Mansur, M. B. C.; second, C. Noppenberger, C. W.; third, R. Lohr, Unatt. Time, 2:58 2/5.

Individual Australian Pursuit Race—Won by E. Boone, M. B. C.; second, R. J. Streb, C. W.; third, Chas. Zimmerman, M. B. C. Time, 9:39 3/5. Distance, 3 1/2 miles.

One-Mile Consolation—Won by A. Bevans, C. W.; second, Jas. Smith, M. B. C.; third, V. Fertitta, M. B. C. Time, 2:55.

Key to abbreviations: M. B. C.—Maryland Bicycle Club; C. W.—Columbia Wheelmen. Score by points—5 for first, 4 for second, 3 for third, 2 for fourth, 1 for fifth. Won by Maryland Bicycle Club, 44 points; second, Columbia Wheelmen, 28 points.

With the Empire City Wheelmen, left, at Prospect Park; right, just before start of recent hill climb.

Among *the* Dealers

MILD WEATHER A BIG HELP

Fremont, Ohio—Zirn & Martin, Harley-Davidson dealers, say the mild weather in the last week or two has created several motorcycle prospects, and if this weather continues they will be able to dispose of more outfits this fall than they sold all last year.

BARLOUGH REMODELS

Saginaw, Mich.—The Barlough Motor Co., Harley-Davidson dealers at Saginaw, Mich., are remodeling the building and expect to have an up-to-date salesroom. Fire destroyed the repair shop and the water damaged their stock and they expect to be settled within the next thirty days.

USED IN D. P. W.

Albany, Ga.—H. W. Coleman, Jr., who is employed in the Department of Public Works here, uses a motorcycle to good advantage in connection with his civic duties. He rides a four-cylinder Ace and reports that the machine has proved highly efficient and satisfactory for this position.

A 300 PER CENT. INCREASE

Iowa City, Iowa—Wm. L. Novotny, Harley-Davidson dealer, can boast of the fact that he has increased the sale of motorcycles this fall 300 per cent. over last year's business. Attributes his success to the fact that he is on the job every minute.

CHRISTMAS BUSINESS GOOD

San Francisco, Cal.—Holiday business has started in early with the Pacific Motor supply store on Market street. C. E. Oberg and the rest of the force are kept on the jump supplying the demand. Large consignments of stock of bicycles and wheeled juvenile goods and toys are coming in and going out fast.

BUCHANAN ORDERS OBSERVER

Newark, N. J.—W. H. Buchanan Company, the Excelsior-Henderson dealers of this city, report that the new Observer sidecar is proving quite attractive to many of their customers. An initial order for one of these cars has just been placed with the Ace Motor Corporation and will be supplied by quick shipment direct from the Flexible Factory at Loudonville.

NEW PATROL FOR DIXIE HIGHWAY

Middletown, Ohio—The East End Cycle Co., Harley-Davidson dealers, report the sale of two new outfits to the Middletown Police Dept. Both are to be used to patrol the Dixie Highway between Dayton and Cincinnati, Ohio. Mr. Striefthau also reports that business has been improving and expects a big increase in motorcycle sales in spring.

"JAKE" PLANS AN ADDITION

Trenton, N. J.—Iwin F. Jacobs, the "Old Master" of the endurance runs back in 1909-1913, and who now successfully sells Harley-Davidsons in Trenton, N. J., states that he has sold the city of Morrisville, Pa., one of the new H-D police models. "Jake's" new store, which was opened less than six months ago, is already too small, and he is planning on a two-story addition to the rear. The upper story will be a paint shop for re-enamelling all overhaul jobs.

GOOD BUSINESS AT FLINT

Flint, Michigan—The Benedict & Chalker Co., Harley-Davidson dealers here, report that business has increased over 100 per cent in the last thirty days and that the auto plants are back to working overtime in all departments, and that if conditions keep on this will be one of their best years they have ever had. They have sold seventeen new outfits and expect to double this for spring deliveries. Mr. Benedict has charge of the sales, while Mr. Chalker and Mr. Thorpe have charge of the service end of the business.

"BILL" GRABS AN IDEA

Urbana, Ill.—W. V. Stockwill, for years the Harley-Davidson dealer for Champaign County, has built a concrete sales and repair shop and reports motorcycle sales very much on the increase. He looks forward to an exceptional year's business and bases his prediction on solid facts as he turns over the sales sheets and counts up the deliveries, which at this time equal the total sales made last year. A college student at the University of Illinois here furnished "Bill'" with an idea when he purchased a machine recently. This student's home being in Chicago, he wanted a machine to go home over week ends. The Dixie highway, all concrete to Chicago, gave "Bill the idea of going after other students, using this argument with the result that he has delivered quite a number and has many prospects among the University boys.

ARTIST, GENTLEMAN, SCHOLAR, MOTORCYCLE ENTHUSIAST

Cleveland, Ohio—The city of Cleveland is noted for its keen interest of all out-door sports. Therefore it is not considered surprising that so distinguished a gentleman as Frank J. Poole, Esq., secretary-register of the Cleveland Museum of Arts, should be a motorcycle enthusiast. Mr. Poole has a Harley-Davidson motorcycle with sidecar. When they are out for a ride Mr. and Mrs. Poole take turns in driving.

POTTSTOWN VET. USES PRINTER'S INK

Pottstown, Pa.—Robert Diener is one of the old established motorcycle dealers in this city and widely known among riders of this section of the state. He had just signed a 1923 Ace contract with Traveling Representative R. S. Woods and looks forward to a highly successful spring selling season. Mr. Diener expects to carry on progressive advertising throughout the winter months to build up an interest among the prospective riders in his territory and have them ready to do business promptly as the opening of the spring approaches.

ARTLEY SIGNS UP PRICE BROTHERS

Everett, Wash.—Price Brothers, of this city, are lining up business strongly for 1923 and look forward to a very substantial season as the result of the fine start they have made in gleaning prospective buyers during the past few weeks. The House of Price is one of the old established motorcycle dealers of this section of Washington. For 1923 the line handled by Price Brothers will be Indian and Ace motorcycles, this arrangement having been completed by signing a contract with Roy Artley upon his recent trip through this locality. Their territory on the Ace is Snohomish County.

LOOKING FAR AHEAD

San Francisco, Cal.—Much interest is being manifested in the first annual endurance run which the Golden Gate Motorcycle Club will stage on or about Washington's Birthday. The San Francisco Chronicle has undertaken to sponsor the race, and the starting point will be outside the Chronicle Building, Market, Kearney and Geary streets. This morning newspaper will, it is understood, give considerable picture space as well as reading matter to the run. The day before Thanksgiving was marked by an anniversary and Thanksgiving entertainment at the headquarters of the Golden Gate Motorcycle Club. There were a number of stunts as well as other entertaining features.

ROME VISITS FACTORY

Springfield, Mass.—The proverb states that all roads lead to Rome, but in this case Rome followed the road to Philadelphia, for J. Rome is manager of the Eastern Cycle Company of this city, where Ace motorcycles are sold, and he journeyed to the "Quaker City" to visit the Ace plant and see how the four-cylinder machines are made. Mr. Rome reports the outlook in New England as brighter than at any time for several years. The Eastern Cycle Company is concentrating its efforts on the Ace for 1923 and are going strong. Fall sales have been very good.

The Eastern cycle folks have also recently booked several sales for spring delivery to riders who do not wish to begin using their machines until warm weather opens up.

ACE IN EAST STROUDSBURG

East Stroudsburg, Pa.—A dealer with whom all riders in this section of the Atlantic coast are acquainted is Ed Pugh, of the Pugh Motorcyclery, 145 Brown Street. This store is particularly fortunate in its location, as it is impossible to miss the place when on the way to the Delaware Water Gap. Both the Pugh brothers are hard workers, good-natured and enthusiastic. They have taken on the four-cylinder Ace for 1923, having reached a satisfactory arrangement with Traveling Representative P. S. Woods when he was there a short time ago. In addition to large numbers of inquiries and interested prospects, they have taken several definite orders for March and April deliveries, secured by substantial cash deposits, and have a number of other intending buyers who have about reached the point of signing on the dotted line.

AFFRON ORDERS A CARLOAD

Newburgh, N. Y.—Myron Affron, who has sold the Milwaukee made product in Newburgh, N. Y., for the past eight years, wishes to emphatically deny that there is any truth in the rumors that have been circulating around to the effect that he has taken on the agency for another make in addition to the Harley-Davidson. Myron states that he has just sent in one of his repairmen to the factory to take the full three weeks' repair course, and he is sending in an order for a carload of machines to leave the factory right after the New Year, so that no matter what happens to the transportation companies in the spring his customers are going to be taken care of. Accordingly, Myron hopes that this statement will "kill any more rumors that might be heard."

FRED MAKES GOOD

Milwaukee, Wis.—Frederic R. Torkler, the young and successful proprietor of the Rockland Motorcycle Sales Company, HD dealer for Rockland Co., N. Y., is taking the full course of training as a Harley-Davidson repairman at the factory school. Freddie regrets having to close down his store and shop during this period, but feels that his riders will reap the benefit of his experience in the future. Although he signed up for the agency only last September 12, he has sold to date five new 1923 models and four new sidecars in addition to several second-hand outfits, which is going some for a lad only 21 years old. Freddy's father is so pleased with his showing that he is going to build a new building suitable to the conduct of the motorcycle business right on Main street in Nyack.

TOYLAND IN A CYCLE STORE

Cleveland, Ohio—Stepping into the Wendell Cycle Co. store, 1870 East 55th street, Cleveland, Ohio, is like stepping into a child's paradise. F. D. Wendell takes advantage of the Xmas buying season by carrying a full line of children's vehicles and a few toy specialties. "We dress up our windows and showroom," says Wendell. "It brings the mothers in with the youngsters for small toys and vehicles, and the older children see the bicycles. When dad comes along and sees the display of motorcycles his interest is aroused to get a motorcycle to go back and forth to work and for pleasure." Mr. Wendell says that his juvenile stock is always practically gone by January 1st, and after that he devotes his time to pushing with all his energy the Davis, Miami and Pierce bicycles and the Henderson motorcycles.

CROCKER'S NEW STORE

Kansas City—"Al" Crocker's new store is one of the niftiest motorcycle emporiums in this country. It is a credit to the city and a credit to the industry. The front is finished in white and there are nine big windows which are beauties for display purposes. The show room is as neat as wax. No motors are allowed to run in the display room—prospects who desire motor-demonstrations are taken into a rear room. The parts departments is on a balcony, located so that the men in the shop do not have to leave the shop to get parts, and the riders are not in the front part of the store at all when buying parts. "Al" is right in the midst of a whing dinger of a campaign to dig up some real motorcycle prospects for the Scout Club campaign. On top of this "Al" is circularizing his present mailing list, running display ads in local papers.

THE BIG 3

Cleveland, Ohio—The Harley-Davidson has a strong combination in Cleveland—W. J., Charles and A. F. Lister, of the Lister Motorcycle Co., 1828 East 55th street. Big showrooms, large plate glass show windows and motorcycles displayed as they should be. Three hustling gentlemen of exceptional sales ability. Conditions are improving rapidly in Cleveland and the Lister brothers are looking for a banner 1923. Sales this fall indicate this. B. Warren Henwood, formerly in charge of the Harley-Davidson School of Mechanics, starts next week to take charge of the Lister mechanical department and will devote considerable time to outside sales work, in which he has outstanding capabilities. Mr. Poole, one of Lister's customers, buys a new Harley-Davidson, with sidecar, each year. Poole is a native New Yorker and rode one of the first seven high bicycles imported to this country. He was a charter member of many of the Eastern bicycle clubs in those early days. The Lister Motorcycle Co., Cleveland, Ohio, deserves credit for selling Mr. Poole. They are making a special effort to secure this type of rider.

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As on his previous dash, Wells Bennett's second Coast-to-Coast world's record run was made on a De Luxe Henderson equipped with a Corbin-Brown Speedometer.

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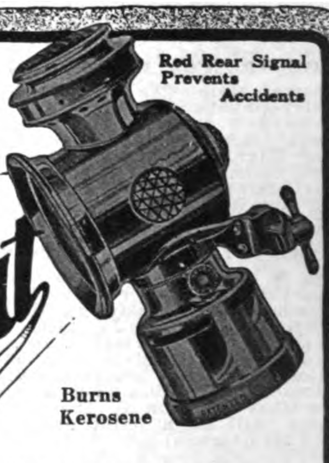

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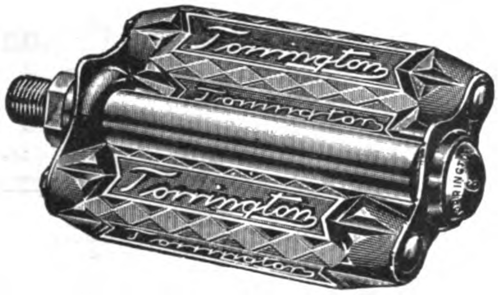

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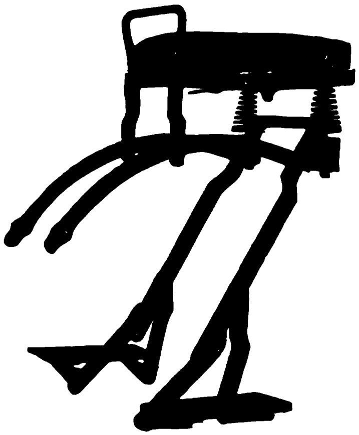

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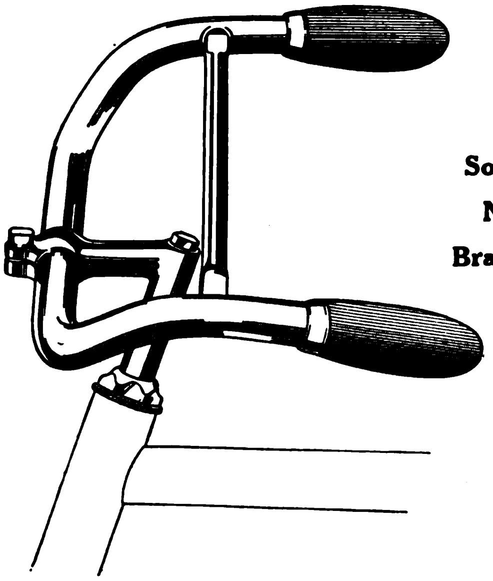


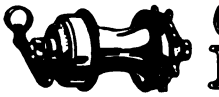
Something New in Braced Bars

"Shelby Beauty" the younger brother of the Chicago Handle Bar Company's COMPLETE LINE OF 3 STANDARD BRACED BARS.

The new bar offers you everything you have found in the other two bars of our manufacture—except size. Beautifully turned out, made of our regular high grade tubing, strong and sturdy, and positively "anti-rattle." Brought out in response to a demand that riders might obtain a **standard braced bar for every purpose and model** in the line made by this company. It pays to insist on products of

CHICAGO HANDLE BAR CO.
SHELBY, OHIO

NEW DEPARTURE COASTER BRAKE



The Brake that Brought the Bike Back.

Leather Togs Are a Real Winter Protection

Buy NOW—Prices will advance January first

- LEATHER WIND CUFFS lined with heavy natural sheep wool.
- LEATHER HELMET, strongly made, lined with beaverized sheep wool.
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- LEATHER BREECHES, lined with the heaviest weight forest green moleskin cloth. This cloth is a perfect body protection.
- LEATHER COATS AND SUITS are made of waterproof mahogany leather. This is soft and glove-like.

LEATHER TOGS COMPANY, Inc.
126 School Street Everett, Mass.
Exclusive Distributors in Illinois and Indiana
C. H. Lang, 1704 Michigan Blvd., Chicago, Ill.

THE increase in Ace dealer representation was a feature of outstanding significance in the 1922 season. Not only has the number of dealers selling Ace motorcycles increased four-fold, but the quality of their personnel has been raised to an unusually high standard. Almost without exception, dealers who have signed up for Ace territory for 1923 are the most alert, the most progressive, the most ambitious hustlers in their localities. This is natural because the keen business perceptions of such men are first to take advantage of new opportunities such as are offered by the attractive value of the Ace "4" for 1923.

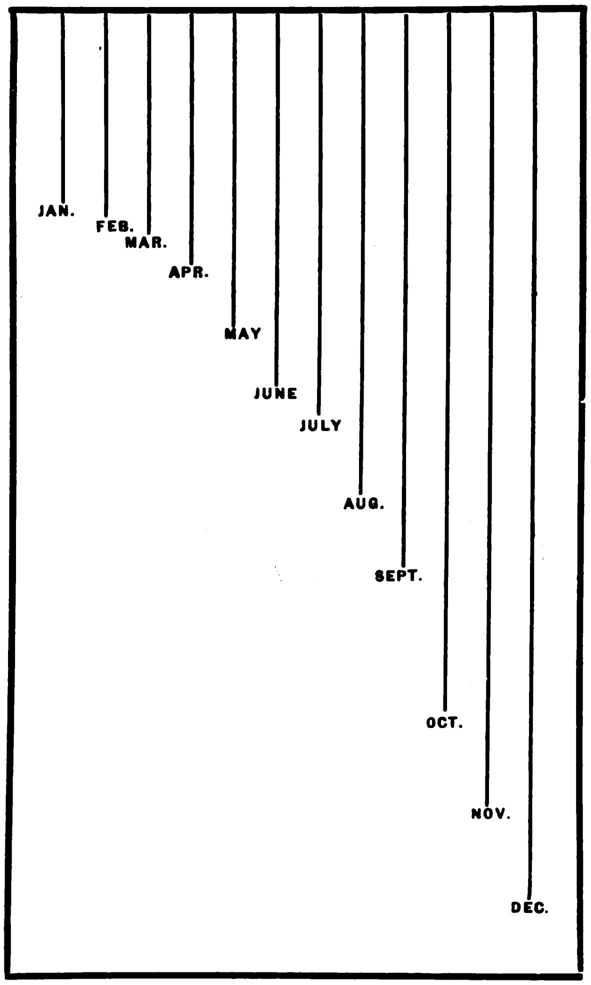

Chart showing increase in number of dealers selling Ace motorcycles during 1922.

ACE

Attractive sales propositions still open in some localities. Ask whether the territory you desire is available.

Ace Motor Corporation
2201 East Erie Avenue
Philadelphia U. S. A.

DURING THE WEEK OF THE

BIG SHOW

At the 69th Regiment Armory
NEW YORK

February 12th to 17th, 1923

The Annual Meeting of the Cycle Trades of America,
The Cycle Jobbers' Association, and the National Cycle Dealers' Association,
Will be held, making New York City

The Cycle Center of the Country.

Thursday night of Show Week
A Banquet will be tendered the visiting jobbers and dealers,
At which

E. St. Elmo Lewis, Vice-President of the Campbell Ewald Company
Advertisers, will speak.

Mr. Lewis is one of the foremost sales and advertising men of the country
and knows the problems confronting the jobber and the dealer.

His remarks will be both interesting and instructive.

All in all this will be a Cycling Week long to be remembered.

The Business is there, Mr. Manufacturer and Jobber,

So make your plans to exhibit at the

BIG SHOW

AND GET YOUR SHARE.

Write A. B. Coffman, Manager, 326 W. Madison St., Chicago, Ill.,
for full information.

Show Committee:
Arthur Davidson, Chairman; F. W. Schwinn, F. J. Weschler, C. W. Plass.

16 L 22

Motorcycle and Bicycle Illustrated

America's Greatest Cycling Magazine

In Memoriam

WILLIAM G. HENDERSON

**"The burden of his loss
to the cycling industry
is a heavy one."**

We extend our deep sympathy to his family, friends and business associates.

Motorcycle and Bicycle Illustrated

FIFTEEN CENTS NEW YORK DECEMBER 14, 1922

Contributors to
1922 National
Bicycle Publicity
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Superior

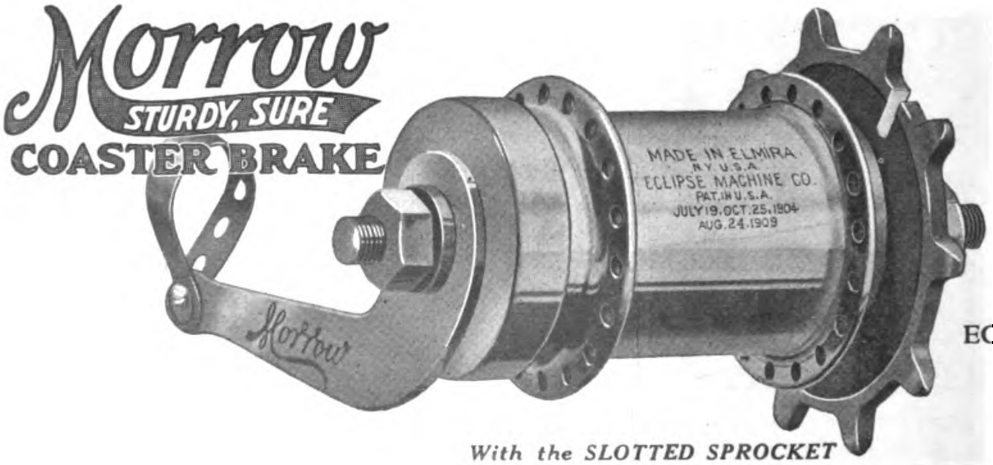
in workmanship, in design, in performance

IN workmanship, in design and in performance, the MORROW is a superior coaster brake. The design is distinctive—the MORROW has more ball bearings than other brakes, it has 6 3-10 square inches of braking surface, and its braking power is generated by the friction of bronze against steel (a softer against a harder metal). MORROW workmanship is the finest, insured by 95 careful inspections in the course of manufacture.

This design and these standards of manufacture make the MORROW superior in performance. It brakes more powerfully, coasts easier, lasts longer

The MORROW is nationally known. It is good business for you to supply the coaster brake most people know. It is good business to supply the coaster brake of superior *performance*.

Ride a Bicycle


Morrow
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COASTER BRAKE
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Morrow

With the SLOTTED SPROCKET

ECLIPSE MACHINE CO.
ELMIRA, NEW YORK

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Vol. 18 *December 14, 1922* *No. 50*

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Entered as second-class matter March 29, 1921, at the post-office at New York, under Act of March 3, 1879.

GOODRICH No 55
The greatest value in a medium priced tire!

There has never been a tire like it!

IMAGINE your hatter saying to you, "Jim, here is a $5 hat for $3. In all my born days I've never seen a value like it. Take it."

Would you? Without a moment's hesitation.

Offer the low-priced Goodrich "55" Bicycle Tire to your trade and you are precisely in the position of the hatter with his $5 value for $3.

No tire at the price ever offered so much for the money. So much real service. So much downright satisfaction.

It is really a tire out of its class. Two colors—(red tread and gray sidewalls)—and Goodrich quality thru and thru. Backed by Goodrich's half-century-old reputation for full-measure and service.

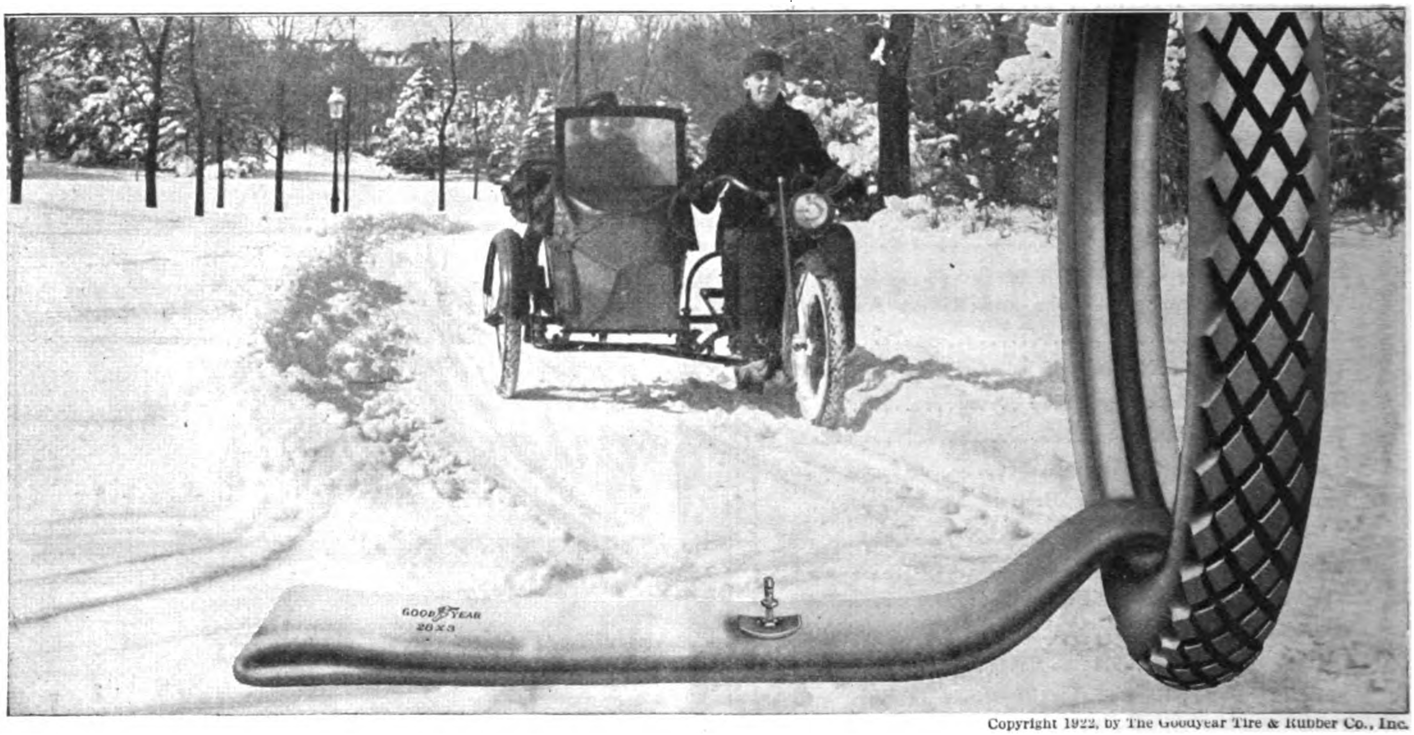
A big demand these days is for a moderate-priced tire—get it, satisfy it, convince it with the dependable, under-priced Goodrich "55." Order from your nearest Goodrich Branch.

THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio

GOODRICH
"55" Bicycle Tire

"The Best in the Long Run"

THEY HOLD FAST TO WINTER ROADS



Copyright 1922, by The Goodyear Tire & Rubber Co., Inc.

WHEN you push out the machine for a scamper over snow-packed roads or icy streets, be sure you have Goodyear Tires, with the big, rugged blocks of the famous All-Weather Tread, on both wheels.

This tread will give you good protection against skid, slip, or spin as you hurry out to the rabbit brush, to the best skating pond, or on any of the other exhilarating trips that winter suggests.

And if your motorcycle is used for business duty, you'll appreciate the economy of Goodyears. They resist the grinding and cutting that ice, slush or frozen ruts inflict. They last a long, long time because they are built from the same fine materials, with the same careful skill and are as strong for their size as Goodyear Automobile Tires.

Put Goodyears on this month. All through the new year they will carry you safely, comfortably, and inexpensively. Ask your dealer for Goodyear Motorcycle Tires and Tubes.

Goodyear Means Good Wear

GOODYEAR

MOTORCYCLE TIRES

The House the Indian built—

In 1902, Howard French was an INDIAN MOTOCYCLE rider working as a Post-Office clerk in Baltimore, Maryland. He liked motorcycling and had a keen desire to get into business for himself.

With $500 of his own capital, combined with plenty of ambition and confidence, he secured the INDIAN agency and today he ranks among the leading business men in Baltimore.

This beautiful home built in 1913 was paid for in cash from INDIAN earnings, but this is only a very small part of Howard French's assets.

The Same Opportunity as an
Indian
Motocycle Dealer is open to you

Our plan of financing the dealers' time sales makes it possible for an INDIAN dealer to do a large volume of business on small capital.

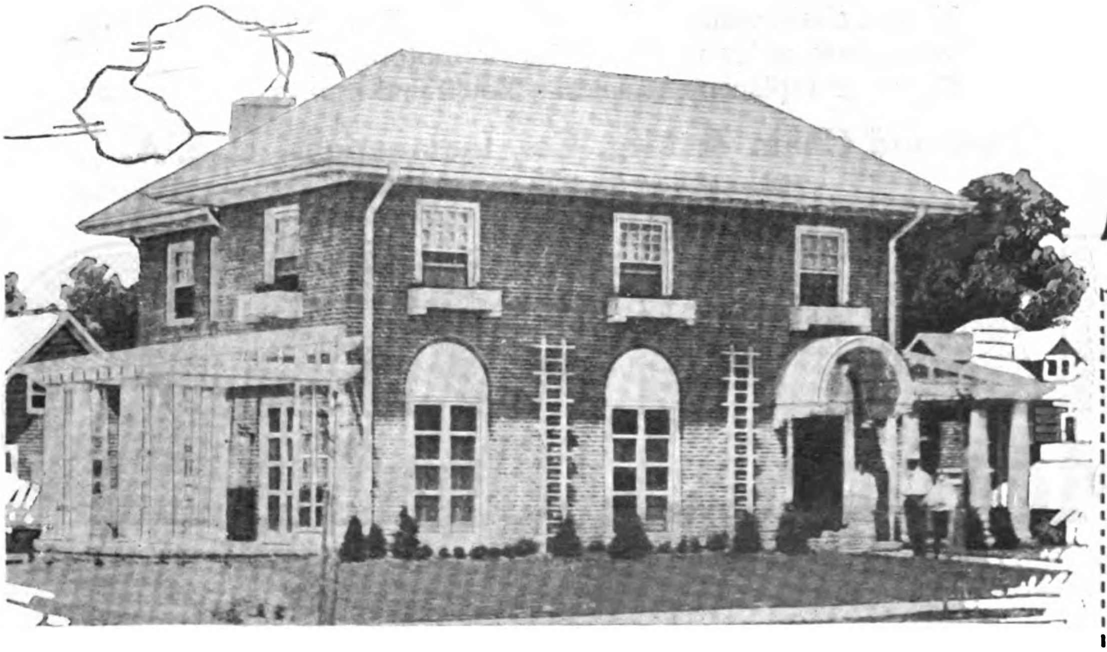
Howard French is just one of many striking examples of the motorcycle riders who develop into successful business men through associating themselves with INDIAN and the Hendee Manufacturing Company.

Our very best dealers grew up from riders who loved the game.

We have some very valuable territory open and we are looking for men to associate themselves with the INDIAN Franchise.

Mail the Coupon and receive our free booklet
"What You Get with the INDIAN Franchise."

Hendee Manufacturing Company
Largest Motorcycle Manufacturer in the World
SPRINGFIELD MASS.



COUPON

Hendee Manufacturing Co.
Dept. I, Springfield, Mass.

Name ....

Street ....

Town ....

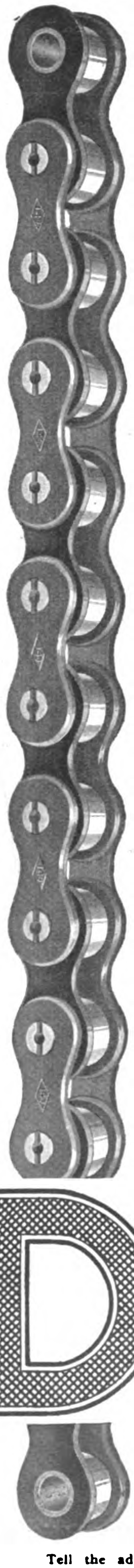
State ....

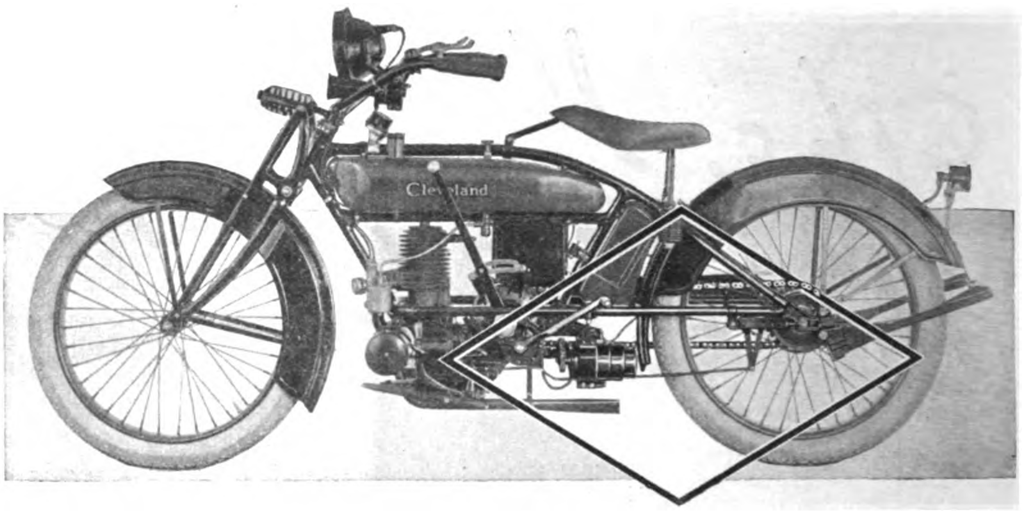
Age......Present Occupation

....

....

....





Standard Equipment on the 1923 Cleveland

THE specifications of the 1923 Cleveland read like the '400" of the motorcycle equipment industry. Every feature is the leader in its line. Take chains, for instance. On the main drive, you'll find the best motorcycle chain in the world—the celebrated DIAMOND No. 149. On the generator, you'll see the most durable and efficient drive ever devised for this work—the DIAMOND Chain Generator Drive.

DIAMOND Chain Prices Reduced

Greatly increased demand, at home and abroad, enables us to cut costs and reduce prices on DIAMOND No. 61 bicycle chain and No. 149 motorcycle chain. The new prices make these popular models by far the biggest chain values in the world. Specify these chains when you order new bicycles or motorcycles. Push them for replacement sales. You'll find it pays.

Diamond Chain & Mfg. Co., Indianapolis, U. S. A.

Makers of High Grade Chains Since 1890

DIAMOND Motorcycle Chains

The Harley-Davidson Enthusiast
December, 1922

40,189 Motorcyclists are reading this ~~16~~24 page Enthusiast

THIS *bigger* and *better* Enthusiast is our Merry Christmas to all registered Harley-Davidson riders.

Eight more pages make this December issue a *bigger* Enthusiast. More interesting stories, more rider news and photos and more helpful information make it a *better* Enthusiast.

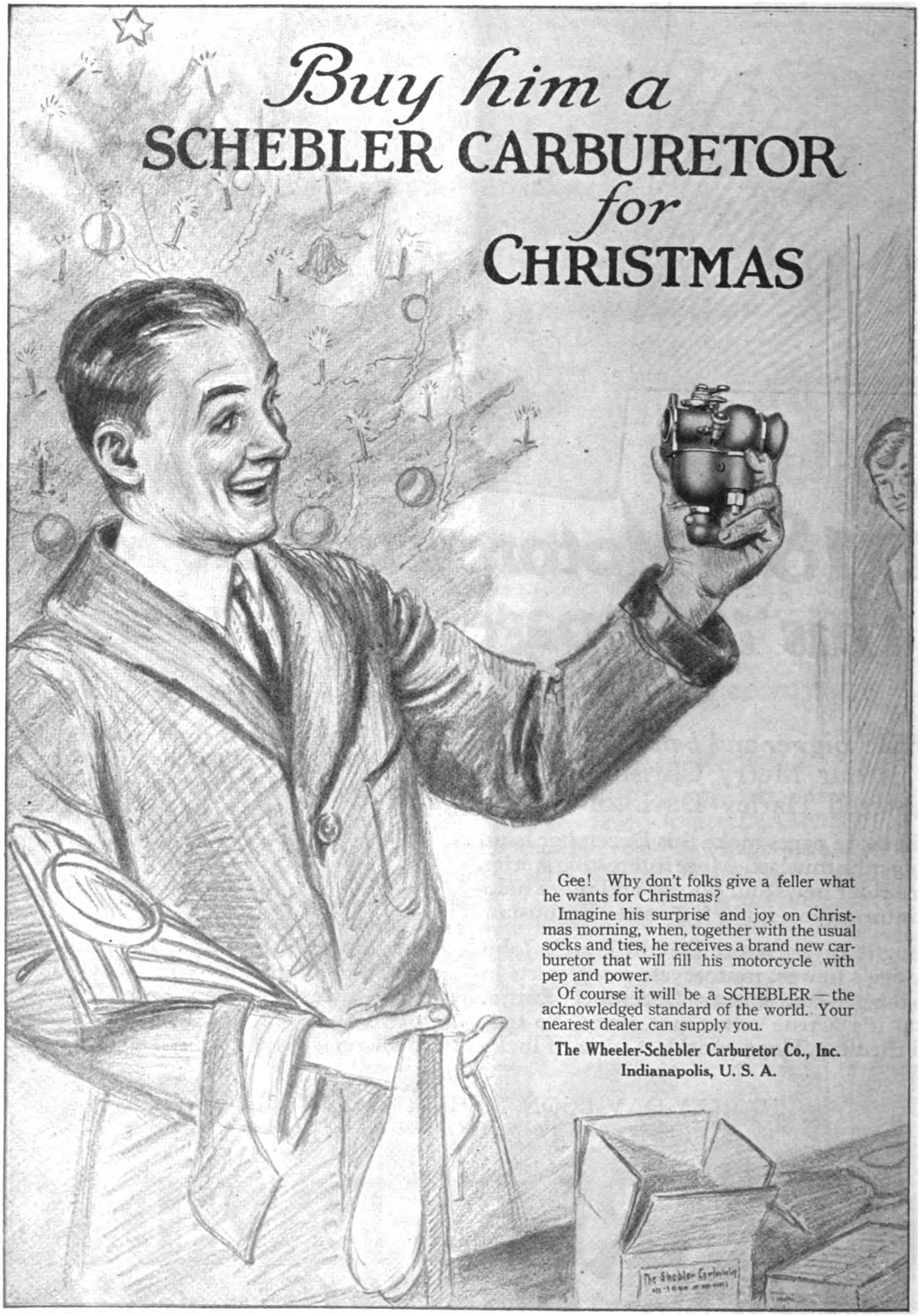
"Caught in a Desert Death Trap", John E. Hogg's newest motorcycle story, starts in this bigger and better December Enthusiast. It's a true adventure story. So true and thrilling, Hogg considers himself lucky to be here to tell it to you other riders. The "Hot Stove League" at your local dealer's and at the motorcycle club will talk about this story for months to come.

There's enough other interesting motorcycle news in this bigger and better Enthusiast for a big winter's night reading.

If you are a Harley-Davidson rider and do not get the Enthusiast, tell your local dealer. He will see that you get your copy. The Harley-Davidson Enthusiast is sent FREE once a month, twelve times a year, to all *registered* Harley-Davidson riders.

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.
World's Largest Builders of Motorcycles and Sidecars

1923 HARLEY-DAVIDSON
The New World's Champion



Buy him a
SCHEBLER CARBURETOR
for
CHRISTMAS

Gee! Why don't folks give a feller what he wants for Christmas?

Imagine his surprise and joy on Christmas morning, when, together with the usual socks and ties, he receives a brand new carburetor that will fill his motorcycle with pep and power.

Of course it will be a SCHEBLER—the acknowledged standard of the world. Your nearest dealer can supply you.

The Wheeler-Schebler Carburetor Co., Inc.
Indianapolis, U. S. A.

America's Greatest Cycling Magazine

Motorcycle and Bicycle ILLUSTRATED

Volume 18, No. 50

December 14, 1922

Death Snatches W. G. Henderson

America's Pioneer Four-Cylinder Motorcycle Designer Run Down by Speeding Automobile on Philadelphia Street

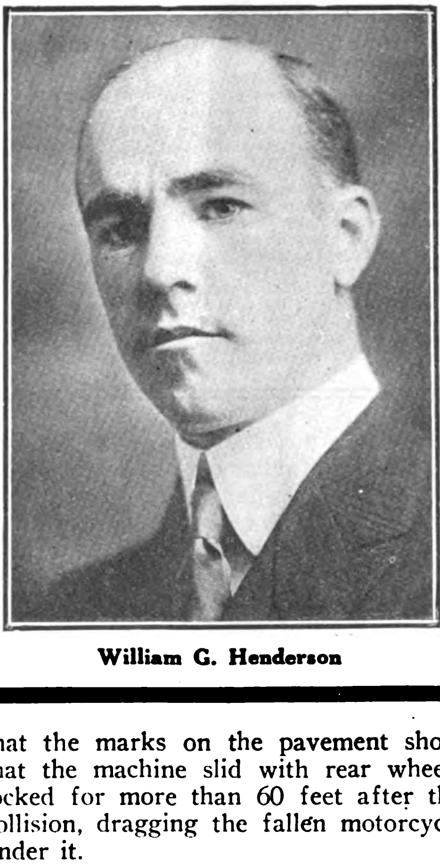
By Paul J. Bailey

WILLIAM G. HENDERSON, chief engineer of the Ace Motor Corporation, died shortly after noon, Monday, as the result of injuries received when an automobile ran him down at a street intersection in Philadelphia. The tragedy came as a great shock to his wide circle of friends throughout the trade, the blow being the more numbing in its effect because of its suddenness.

Accompanied by Walter Bradley and P. J. Bailey with a sidecar outfit, Mr. Henderson had left the Ace factory on a solo mount shortly after eleven o'clock on Monday morning, December 11.

The riders proceeded west on the winding streets that characterize that section of Philadelphia, heading for Roosevelt Boulevard. About a half mile before reaching the boulevard the sidecar machine halted at a gasoline station to fill its tank, Mr. Henderson riding on at a leisurely pace alone. He turned at the next corner, onto Castor Road, and just a block further on the fatal crash occurred.

Mr. Henderson had apparently been riding along Castor Road at a moderate pace, when as he was crossing Folkrod Street, an automobile driven at very high speed by a man named Elmer Pfersich shot out of the side street and crashed into motorcycle broadside. The automobile driver seems to have made no attempt to stop or swerve aside before the collision occurred, as the marks of the wheels on the pavement indicated that brakes had not been applied until after the crash. The high speed at which the car was traveling is shown by the fact that the marks on the pavement show that the machine slid with rear wheels locked for more than 60 feet after the collision, dragging the fallen motorcycle under it.



William G. Henderson

Mr. Henderson was picked up unconscious and rushed to the Frankford Hospital, where the critical nature of his injuries was recognized at once. The news was telephoned to the Ace factory, and General Manager C. W. Plass, J. M. Bowman, Robert Cridland and W. P. Michell hastened to the hospital to make sure that everything possible was being done. The examination by the surgeons showed Mr. Henderson to be suffering from fracture of the skull and other injuries, and little hope was held forth for his survival. An automobile was sent to bring his wife to the hospital, and a short time after her arrival he breathed his last, a sacrifice to the carelessness or incompetence of one of the kind of motorists who have no regard for the safety of others.

Telegrams with the tragic news were immediately sent to his father in Cleveland, and arrangements were made for a cablegram to his brother, Thomas W. Henderson, who is in Europe as representative of the export firm of Melchior, Armstrong & Dessau. His father reached Philadelphia Tuesday morning and took charge of arrangements for taking the body to Ohio for burial.

William G. Henderson was born on November 29, 1882. He became interested in motor design early in the history of the automotive industry, as his father was a vice-president of the Winton Motor Car Company of Cleveland, and the young man gained valuable experience there during the development of that fine machine. His vision saw the great future that could be brought into being by a highly-developed type of motorcycle, and he took up the designing of a four-cylinder machine embodying many features that had never before been incorporated in motorcycle construction.

His brother, Thomas W. Henderson, became interested, and the Henderson Motorcycle Company was formed in 1911 as a result, with a factory in Detroit. The new four-cylinder motorcycle was a sensation throughout the motorcycle world, and attracted world-wide attention. Two of the new machines were exhibited at the Chicago Show the following winter, and were the focus of all eyes.

In the small Detroit factory, with limited capital and limited facilities, the output of the new machines was restricted during the next few years, but the four-cylinder idea made rapid progress. With Will Henderson's untiring efforts for working out detail improvements, and his steadfast insistence upon the best of quality, the machine won warm friends wherever it was seen. By 1917 the Henderson four-cylinder motorcycle had become one of the front-rank machines of this country and had established export connections covering all the more important foreign markets.

In January, 1918, the Henderson Motorcycle Company consolidated with the Excelsior Motor Manufacturing & Supply Company of Chicago, and the Henderson brothers moved their headquarters to the city on Lake Michigan for a period. T. W. later left the Excelsior to join Melchior, Armstrong & Dessau, and Will also severed his connection there in 1919. In the fall of 1919 he joined hands with Max M. Sladkin of Philadelphia and the Ace Motor Corporation was formed. Starting with only his knowledge based on long experience and the memory of principles developed, Mr. Henderson created the four-cylinder Ace Motorcycle as a complete new machine embodying his latest ideas and most matured thought. The new machine was placed on the market early in 1920 and made a profound impression. The financial depression which struck the country in the latter part of that year caught the new project before it had had time to get solidly settled on its foundations, and made the going difficult for the next year, but in 1922 the Ace reached a smooth road again and shifted to high gear, gaining very rapidly throughout the season.

Mr. Henderson had reached a point where the worth of the principles he had advocated had won recognition and his prestige was firmly established. He had surmounted the steepest part of the long steep grade, and had reached a point where the future promised rich rewards for his past efforts when the chapter was brought to such an abrupt close.

Recently he had been busily engaged in giving the finishing touches to the new Ace Sporting Solo Model, and had placed his final approval on the detailed plans for 1923 production only a couple of days before his death. With vision always piercing the future, he had already outlined the program for 1924, and had made considerable progress in tests and experimental work of which the results would have shown in future production.

TRIBUTES

Ace Motors Corporation—The tragic death of William G. Henderson comes as a terrible blow to all of his associates in the Ace Motor Corporation, where he was held in the highest esteem, not only for his technical skill, but for the great worth of his personality.

George T. Briggs, President Motorcycle and Allied Trades Association—I cannot express in words my sorrow and deep feeling of bereavement in the loss of W. G. Henderson, a friend of twelve years' standing. He was a staunch friend, a fine gentleman, and our entire industry has suffered a great loss.

A. B. Coffman, Secretary Motorcycle and Allied Trades Association—W. G. Henderson's death is a great loss to the motorcycle industry. He was a high class gentleman, a faithful friend, and a capable engineer, ever working to better the industry. We sorrow at his death and extend heartfelt sympathy to his family.

Walter Davidson, President Harley-Davidson Motor Company—The news of W. G. Henderson's death comes as a great shock to all of the members of our organization. Probably nobody in the industry was better liked and respected than "Bill" Henderson, and we wish to convey to his family and associates our heartfelt sympathy in this their hour of bereavement.

Frank J. Weschler, Vice-President and General Manager Hendee Manufacturing Company—The untimely death of William G. Henderson takes from our midst a man admired by all, and an engineer of rare ability. He leaves a host of friends who will miss his wise counsel and personal contact, but his creations, the Henderson and the Ace motorcycles, will remain as a tribute to his excellent engineering accomplishment.

Excelsior Motor Manufacturing & Supply Company—The tragic death of William G. Henderson in Philadelphia, Monday, shocked and grieved his many friends in the Excelsior organization, who unite in extending to his family and to the Ace Motor Corporation heartfelt sympathy and condolence.

Reading Standard Company—The untimely death of W. G. Henderson comes as a great shock to us. Just why such a useful man in the prime of life should be taken is not of course for us to understand. Our industry certainly cannot afford to lose men of Mr. Henderson's calibre.. He will be greatly missed by every one in the trade. We extend our sincere sympathy to his family, whose loss is unmeasurable.

Probably no other one man has had such deep influence on motorcycle progress. Lone-handed he brought the four-cylinder idea into material form, proved its worth and won it a place high in the esteem of motorcyclists the world over. He was a pioneer in motorcycle engineering and hewed a new path with courage and certainty that were the wonder of all who knew him best. With the democratic spirit that marks all truly great men, he was always considerate and kindly toward all who worked with him, whether office boy or vice-president, subordinate or equal. The men who worked in his factory always felt that they were working *with* "Bill" Henderson rather than *for* him, and gave him always the loyal co-operation and honest effort that is due one comrade from another.

In his death the motorcycle industry has suffered a devastating loss, and those who knew him best feel the keen pang of loss that marks the passing of a true and valued friend.

NEW AUSTRALIAN CHAMPION

By Harry Gordon

THE principal cycling fixture of the track season to date in Sydney, Australia, has been the ten-mile championship of Australasia for professionals, decided on the Sydney Sports Ground at the Eight Hour Night Carnival on Nov. 1, 18 of our leading resident riders competing. After a fine race, in which R. A. Munro did some good work lap chasing, Jack Atkins led out at the bell, with Leslie Hammond on his wheel, and big Reg Supple making a desperate, but hopeless attempt to get through on the grass. Atkins went all the way round the four-lap track until the last eighty yards in the lead, when Hammond challenged and just got by in time to win by a wheel in 23:06 4/5, Atkins, Harry Cassidy, and Supple filling the other places.

In the supplementary events, one a pro. handicap and the other two for amateurs, the main feature was the ride of Walter Coppins in the third heat of the amateur half-mile. From scratch, he was dropped getting off the mark by his fellow scratch man, Bert Hannon, but when he got into his stride, flashed past the latter as if shot out of a gun. In a grand ride he swept by the whole field to a three lengths' win in the Australian amateur record time, 57 seconds. The previous record was Gerald Halpin's 58 2/5 seconds. The final was also a great race, J. Blaire, 90, A. Mantova, 35, and C. Bugg, 60, filling the first three places with Coppins fourth in 57 1/5 seconds.

In the amateur mile A. E. Collings won the final in 2:06 3/5, running Walter Gillett, 70, and C. Bugg, 120, down.

The mile for pros. went to a youngster, Dick Mutton, son of the rider who was ranked as Australia's best unpaced performer 22 years ago. He had a 170-yard start, and just beat R. Jones, 175, and R. J. Hazelton, 155, in 2 mins.

Down in Melbourne, they are reviving the famous old Australian Wheel Race, the event whose history is claimed to be synonymous with that of professional cycling in Australia. The first prize this year will be the biggest offered for the event for the past 15 years, £100 cash, and the race is attracting wide attention. Preliminary heats were run on Nov. 11, the principal winners being J. G. Atkins, J. L. Fitzgerald, the scratch man; Reg. Supple, A. J. Dixon, and J. J. Beasley, the road champion. Peter Hill, winner of the Warrnambool to Melbourne race; Ernest Tamme, winner of the race last year, and a couple of other leading lights also rode their way into the semi-finals. The five-mile championship of Victoria, at the same meeting, was won by J. L. Fitzgerald from A. E. Box and Fred Keefe.

IN MEMORIAM

WILLIAM G. HENDERSON

Died December Eleventh
Nineteen Twenty-two

Engineer, Sportsman and Friend

ACE MOTOR CORPORATION
2201 East Erie Avenue
Philadelphia Pennsylvania

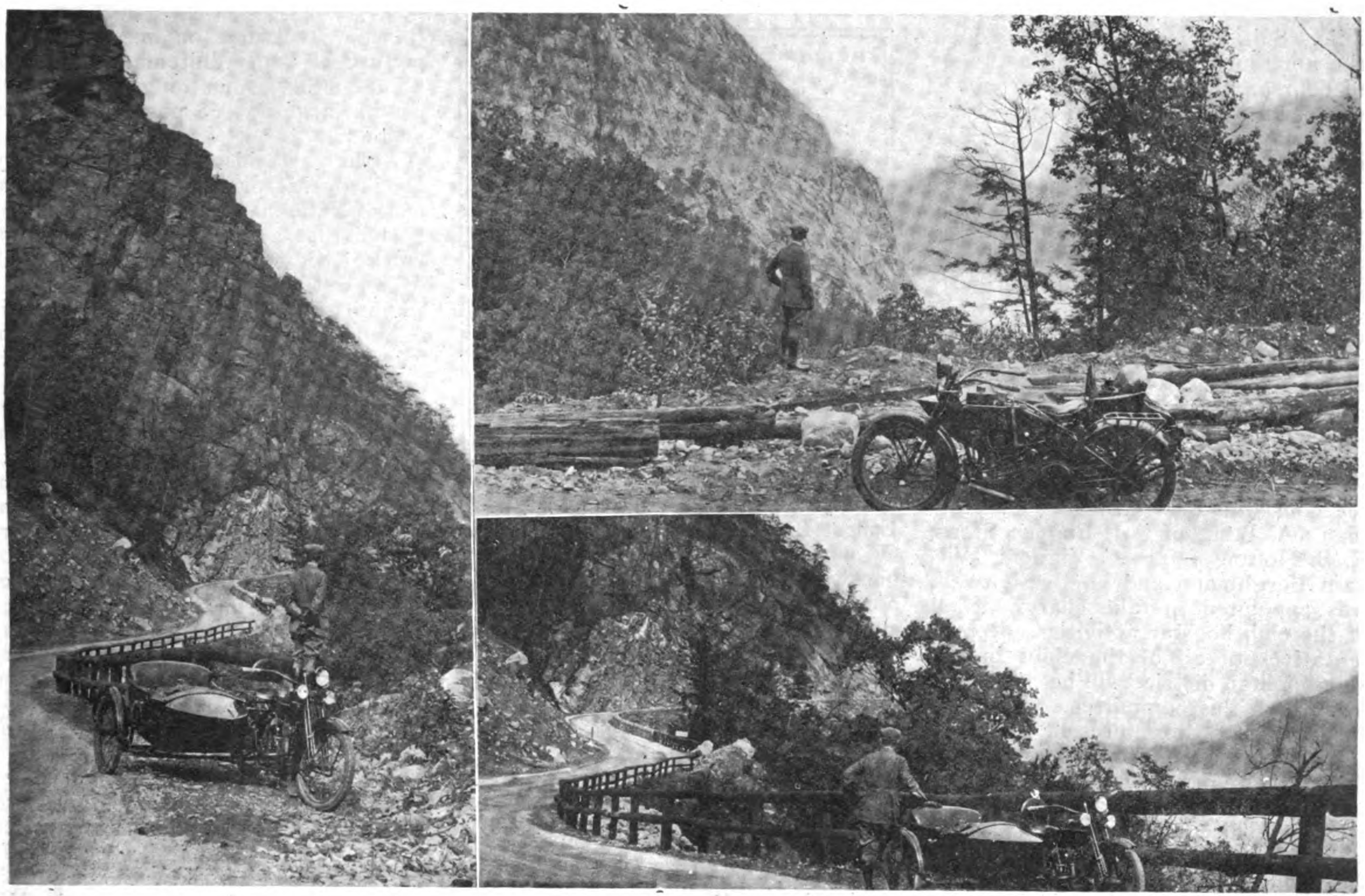
IN MEMORIAM

The Excelsior Organization sincerely regrets the untimely death of

WILLIAM G. HENDERSON

in Philadelphia, December eleventh, and extends to his family and to the Ace Motor Corporation heartfelt sympathy and condolence.

Excelsior Motor Mfg. & Supply Co.
3701 Cortland Street
Chicago, Ill.



Some views of the new Storm King road on the Hudson River. Much of this road was carved out of the mountain. Note the step half way up the mountain in the view at the upper right.

Metropolitan District Backs Show

Dealers, Jobbers and Riders Formulate Plans to Make National Cycle Show Biggest Thing That Ever Happened

THE National Motorcycle, Bicycle and Accessory Show, to be held in the 69th Regiment Armory, New Yory City, next February, will be the biggest thing of the kind in the history of the industry, if the Metropolitan dealers, jobbers and motorcycle and bicycle clubs know what they are talking about and they think they do. Moreover, they are going to back up their talk with action. "Going to" did we say? They are already doing it.

A general meeting of all of the interests was held in the parlor of the Prince George Hotel, Thursday evening, Dec. 7, at which there was a good attendance of enthusiastic dealers, jobbers and club representatives, all eager to hear the detailed plans of the show, and to offer their cooperation in putting them over.

Chairman W. H. Parsons, of the Metropolitan Show Committee, presided, and H. J. McCarthy acted as secretary. The chairman announced that the object of the meeting was to perfect plans whereby the dealers, jobbers and riders of the Metropolitan district could not only assist in making the show a success, but could cash in on the benefits to be derived from it, in a concrete dollars and cents way.

Show Manager A. B. Coffman read the minutes of the preliminary meeting at which plans for the show were roughly outlined and told of some of the features such as souvenirs for Valentine's Day; a motorcycle style clothes show; a safety first booth, if possible; an invitation to all the cycle traffic policemen of Greater New York to attend; dancing; bicycle roller racing; trick riding; Paul Whiteman's orchestra, and such other attractions to interest the public as will be worked up preceding the show. Heretofore, he added, all shows were held in the fall of the year which resulted in the dealers coming to the show and meeting the riding customers in cold weather. By having the show in February, which is only five weeks before the riding season opens, greater interest will be aroused and will give the dealers a chance to get acquainted with their prospective customers, at a time when they are ready to buy.

Mr. Coffman also announced that the motorcycle and bicycle clubs would each have two representatives present at the show, be treated the same as exhibitors, and these representatives will take care of the club members and prospective riders who will visit the show.

In regard to the bicycle roller races carded, Mr. Coffman said that the program thus far made up covers a one-mile Eastern championship, a one-mile club championship and possibly a professional race each night of about one mile. Suitable prizes will be awarded the amateurs, while the professionals, of course, will be paid. Heats will be run each night with elimination races Thursday and Friday and finals on Saturday.

A general discussion took place about having motion pictures displayed, and it was the feeling of the majority present that the idea was a very good one and would be seriously considered. Mr. Constant said there was a new moving picture apparatus that could be operated in the daylight and was absolutely within all fire laws, etc.

The idea of holding a motorcycle and bicycle parade to advertise the show went over very good and a committee, consisting of A. R. Jacobson, chairman (A. B. L. of A.), Eugene Stern, E. B. Holton, James C. Viggers, William Berghmann and H. B. Shotwell, was appointed to take charge of all of the club booster activities. Representatives of all of the clubs in the Metropolitan district will be invited to work with this committee. Chairman Jacobson got those present together before leaving the room and started the work of organizing and planning for the club activities.

General discussion as to ways by which the dealers could help in getting the public to visit the show followed. Carl Bush, of Newark, told how he would send an invitation to the three thousand registered motorcycle riders in north New Jersey. All the dealers and club representatives present were unanimous in their desire to cooperate closely in planning for the show.

C. W. Plass, representing the Ace Motors Corp., urged that the people to get to the show are those who are not now riding, rather than those who are already motorcycle and bicycle enthusiasts. He urged that every effort be made to give wide publicity about the show and suggested that the dealers in the Metropolitan district make up a fund among themselves, of say about $25 each, and pay for posters to use in the subways and elevated stations and other publicity. He felt that we should get the public interested through different advertising stunts and not through the dealers, only, as there is limited circulation to the posters that will be displayed in the dealers' stores. Mr. Bush of Newark said that he would try to interest the Newark dealers to pay for cards to be used in jitney buses that run in Newark and surrounding towns.

A Promotional Committee, to work out plans along this line and others that may be suggested, was suggested and the following men were appointed with the suggestion that they elect their own chairman: Calvin Webber, George E. Wood, Frank Baker, R. J. Kenahan, Carl W. Bush, Eugene Stern, Ernest Blauvelt, and Charles Mihalik. On motion of Mr. Kenahan, Mr. Webber was named as chairman, and announced that the first meeting of the committee would be held Friday evening, Dec. 15. The committee was given authority to add to its members as it saw fit.

HOW ONE LIVE WIRE COUPLES UP

W. J. WALKER, Ace distributor, with headquarters at 163 Massachusetts avenue, Boston, has already coupled up with the national show.

Just because he is doing business in Boston and the show is in New York is no reason, in Walker's mind, against making the show sell some motorcycles for Walker.

He has evolved a scheme whereby some one of his customers will get, free, a four-day trip to the show, including visits to places of interest in New York, seats at some of the good shows, the Hippodrome, Zoo, Aquarium, Statue of Liberty, Chinatown, Greenwich Village, and other places every visitor wants to see.

Every customer will have an equal chance to win this free trip. Walker is advertising his plan by sending notice to his entire mailing list, inviting them to come in and learn how they can get a four-day sightseeing trip to New York for nothing.

Mr. Harris of the Davega Company suggested that a hand bill be gotten up so that it could be sent out with packages, letters, etc. He also suggested a small poster for hanging in the store be sent out well in advance, then a little while after draw up a circular for putting in envelopes to go to the dealers, then a small paster or stamp to appear on the outside of the envelope to follow the circular. It was suggested that the circular have a picture of a scene from a moving picture taken at the Capistrano hill climb, leaving a space for the dealer's name. This circular would be like the one used by the Chicago dealers which they purchased in large quantities and sent to their individual mailing lists.

Mr. McNaughton of the Hendee Co. offered the suggestion that the dealers who will receive the big 25 x 38 poster announcing the show to make some kind of a poster themselves, drawing attention to the poster about the show and getting the riders and public interested just that much more. Mr. Coffman supplemented this by telling how the Chicago dealers last year distributed hundreds of hand bills with their individual names on the bills, each dealer purchasing as many as he could distribute.

Cal Webber suggested that the dealers be jacked up about two weeks before the show so that they won't unconsciously forget about it.

Suggestion was made by Mr. Child of the Harley-Davidson Company, that a cartoon be drawn for a poster, bringing out the humorous side of motorcycling and bicycling.

Mr. Goldberg, the publicity agent, suggested another poster with a girl in riding costume on one side and a picture of Paul Whiteman's orchestra on the other, something on the style of the large 25 x 38 poster, but much smaller.

Arthur Davidson of the Harley-Davidson Motor Co., who is chairman of the National Show Committee, suggested that a Publicity Committee to work with the show manager could work out ideas of this kind, and a committee consisting of H. A. Harris, Alfred R. Goldberg and A. B. Coffman was named to handle this part of the booster activities.

There seems to be some misunderstanding on the part of some dealers who thought they were going to be asked to take booths as well as the manufacturers and jobbers, but it was explained that the manufacturers would have desks at their booths for the use of their dealers and any requests for information from prospective riders would be turned over to the dealer in whose territory the inquirers live. This would be an accommodation for the dealers and they would not be asked to take space unless they voluntarily decided to do so.

Those present at the meeting were: H. J. McCarthy, Cycle Trades of America; W. H. Parsons, MOTORCYCLE AND BICYCLE ILLUSTRATED; A. B. Coffman, show manager; Harry Gleisman, Miami Cycle & Mfg. Co.; Frank W. Snook, Ace Motor Co.; Charles A. Mihalik, Yorkville Motorcycle Co.; William Bergman, Yorkville Motorcycle Club; Eugene Stern, Stern Bros.; C. Bakels, C. Bakels & Co., Paterson, N. J.; C. W. Plass, Ace Motor Corp.; Alfred R. Goldberg, New York American; H A. Harris, S. B. Davega Co.; H. G. Schnibbe, American Motorcycle Club; H. B. Shotwell, American Motorcycle Club; Frank P. Baker, Indian Motorcycle Co.; John U. Constant; Pat Cloran, Pat Cloran Co.; Alfred R. Child, Harley-Davidson Motor Co.; O. J. Leng and I. R. Agins, Jonas B. Oglaend, Inc.; R. J. Kenahan, Haverford Cycle Co.; E. G. Coolidge, Harley-Davidson Motor Co.; G. E. Wood, Harley-Davidson Sales Co.; Calvin R. Webber, Hendee Mfg. Co.; J. B. McNaughton, Hendee Mfg. Co.; Ernest Blauvelt, Indian Sales Co.; J. C. Viggers, Crotona Motorcycle Club; Carl W. Bush, Newark, N. J.; Arthur Davidson, Harley-Davidson Motor Co.; T. N. Biddle Eclipse Machine Co.; Frank Disch, New York Sporting Goods Co.; E. B. Holton, New Jersey Motorcycle Club, and A. R. Jacobson, chairman, American Bicycle League of America.

The meeting adjourned subject to the call of the chairman and with the understanding that everyone present was to constitute himself a special committee of one to boost for the show 24 hours a day, seven days a week.

Some of the participants in the Providence Motorcycle Club trophy run. Cross indicates Walt Duclos, the winner

Providence Trophy Run

THE annual Trophy Run of the Providence Motorcycle Club which has been one of the most popular motorcycle events in Providence for some years was staged this year as usual, though the face of genial Ben Swenson was not there to start them off. E. Lutz and Eddie Swenson who have taken on their combined shoulders the responsibility since the death of B. A. Swenson, proved themselves worthy successors. The Thanksgiving run was well organized and successfully handled.

The route was to Westerly and return, a distance of about 102 miles. Riders were checked at Washington by C. H. Andrews; at Hope Valley, by L. Duclos; at Westerly, by J. W. Kelliher, the Indian dealer there; at Wakefield, by A. Brown, the Indian dealer there; at East Greenwich, by F. Tillinghast; at Conimicut. by H. H. Smith, the well-known fisherman among the motorcycle boys and sporting gentry of Providence, and at the start and finish in Providence by Edw. Lutz and Eddie Swenson.

The start was at Exchange Place, at 8.00 A. M., Thanksgiving morning. It was a little cold at that hour, but later turned into a fine warm and clear day.

The first check, at Washington, is a distance of about 14 miles, No. 1, L. Winrooth, checking in at 8.44 A. M., while No. 5, Geo. Kenyon, took an hour and eighteen minutes to do his 14 miles in. He said he had a little trouble en route, but was asked if he stopped for a morning bracer in one of the several inns along said route.

At the second check, Hope Valley, L. Duclos, the checker, was a little late, but everybody will tell you that it was a fine morning to be under the bed covers, and the local garage man did the honors until "Duke" came along.

We now come into Westerly, that booming "city" at the most southern point in Rhode Island, where the Indian brave, Kelliher, has his tepee. It was here that the pastors, priests, and rabbis accused the club of stealing their congregations from attending Thanksgiving morning services. Oh! yes indeed, they drew quite a crowd.

Ambling along, half way between Westerly and Wakefield, they stopped at the point where the "flash" from New Bedford, Charlie Munroe, took a header on one of the previous Trophy Runs, then kicking the motors over, they started ambling again for Wakefield, where another Indian brave has his tepee, Archie Brown.

Archie had Wakefield's famous traffic officer (he's 93 years old) on duty, directing the boys towards East Greenwich, where John Harris, Jr., a very bashful lad, had the Mayor out to greet him.

At Conimicut, H. H. Smith was the checker, and the riders were met by a band playing "Hail, the Conquering Hero Returns," for Frank Briggs, but alas! he didn't conquer.

Walt Duclos, with 25 points lost, copped first prize, which was the big cup donated by B. A. Swenson, and first choice of merchandise prizes. The Scout cup, donated by Edw. Lutz, was won by Earl Deware, the future bank president.

"Wild Walt" sure was anxious to get the B. A. Swenson cup, and we are all glad he did. Even the fair sex turned out this cold morning to help hubby win a prize, there being Mrs. Winrooth, Mrs. Bowe, the future Mrs. Kenyon, and Miss Ingham, who I'm sure will be a Mrs. some day.

We were all looking for Charlie Andrew's girl, but Charlie said she had a date with some one else.

G. Hunters, J. McCutcheon and L. Wightman, the "three musketeers," were on deck, but didn't pick the lucky schedule.

Henry Johnson, who smokes a wicked cigar, came in 14th, and "ten-miles-an-hour" Phil Parento lived up to his name by winning almost the last place.

We didn't hear much about our 250-pound Louie Boudro, just that he won second place.

"Freddie" Beauvaus, the Indian brave in Taunton, Mass., and E. Malo drove 18 miles to compete in this run, with their Big Chief, and fared well.

Charles Murat of Woonsocket, a new face among the local boys, went home well pleased with 10th place tucked under his belt, while "85-mile-an-hour" old man Theroux, and his son, who is just as fast, stole 13th place.

The order in which they won and the points they lost are as follows: W. Duclos, 25 points; L. Boudro, 39 points; L. Winrooth, 44 points; M. Bowe, 46 points; E. Malo, 50 points; E. Deware, 53 points; J. McCutcheon, 53 points; G. Hunters, 53 points; J. Harris, 55 points; C. Murat, 59 points; G. Kenyon, 60 points; C. Munroe, 61 points; G. Theroux, 63 points; H. Johnson, 66 points; L. Wightman, 66 points; C. Andrews, 67 points; P. Parento, 77 points; A. Beauvaus, 88 points, and F. Briggs, 97 points.

The run was a marked success and the club wishes to thank the manufacturers for their hearty co-operation and generous donations.

THE 1923 T. T. RACE

The suggested dates for the Tourist Trophy races in 1923 are June 11, 13 and 15. In all probability the 250 c. c. and sidecar races will be held on the first day, the 350 c. c. on the second and the Senior race on the final day.

Random Thoughts

By W. H. Parsons

THE tragic death of William G. Henderson, chief engineer and designer of the Ace motorcycle, who was run down by a recklessly driven automobile, while riding his motorcycle on the streets of Philadelphia, is one of many such tragedies, and emphasizes the fact that the greater part of injuries received by motorcyclists in collisions with automobiles are due to the recklessness of the auto driver. Notwithstanding this truth, it is the motorcycle that gets the blame in the public mind. The motorcycle, being the lighter vehicle, those automobile drivers who have little or no regard for the rights of others (and there are thousands of them loose on the highways today) feel that it is perfectly safe to take chances on hitting a motorcycle rider, and getting away with it. Generally the motorcycle rider gets the worst of it and the public classifies all such accidents as the fault of the motorcycle, when they should rightfully be considered automobile accidents. The motorcycle, as a matter of fact, is about the safest vehicle on the road today. For this we have no less authority than President Butler of the Travelers Insurance Co., who stated in an interview recently published in The American Magazine that insurance statistics put the motorcycle and bicycle at the foot of the list and the automobile at the top. The real truth is that neither the motorcycle or the automobile are of themselves, necessarily, dangerous vehicles. It's the people who drive them. The time is coming when the payment of the license fee and a demonstration of ability to back up, go ahead, stop, and turn around, and the answering of a few questions as to traffic regulations, will be only the smallest part of the requirements necessary to obtain a driver's license. It won't be so very long before the applicant for a permit to drive a motor vehicle on the public highways will be required to furnish reliable character witnesses and give a substantial bond before getting the permit.

* * *

THE announcement from Washington recently that countervailing duties on bicycles and motorcycles from England and France had been ordered put into effect, because of these countries imposing higher duties on shipments from this country than provided in our new tariff law, indicates that American machines have been more than holding their own in these markets. Our duty carried 25 per cent ad valorem on motorcycles and 30 per cent on bicycles. The French and English duties are considerably higher.

* * *

E. H. CLOUD, of Wilmington, Del., suggests that an excellent service for the M. and A. T. A. to render the motorcycle clubs of the country would be to prepare a set of official checking sheets for the different competition events, such as hill climbs, race meets, endurance runs, economy contests, etc., and offer these sheets to the clubs at cost. Then require a sheet, properly filled out, attached to the report of the referee. There is considerable merit in the suggestion. Mr. Cloud also suggests that the standardized triangle road marker with an arrow in the apex might also be furnished promoters of road events at cost by the M. and A. T. A. Another idea worth serious consideration by the chairman's office.

* * *

WE were asked the other day why it is that the many motorcycle and bicycle activities get so little space in the sporting pages of the newspapers. There is no mystery about it. Newspapers print the news they think their readers want, and though there are plenty of notable exceptions to prove the rule newspapers, as a class, have not been convinced that any appreciable number of their readers want motorcycle and bicycle news. One way to convince the sporting editors that they are overlooking a bet is to go after them in an organized drive. In any town where there is a club or co-operation among the dealers or even one live dealer who has an active bunch of riders around him the following plan will work. Supply the riders with postal cards. Pick the leading paper and have the riders send cards to the sporting editor something like this:

> **Sporting Editor, The News—I am much interested in the sport of motorcycling, (or bicycling) but I haven't seen much in the News about the Hill Climb (or whatever motorcycle or bicycle activity is on at the time). Can't I have the news of my favorite sport in my favorite paper?**
>
> **(Signed) JOHN JONES,**
> **195 Hay St.**

Be sure that every card is written and signed with street address by a bona fide booster, so that any check up made by the paper will confirm the cards. Don't stop with one attempt. Repeat the campaign every time there is any activity that offers an excuse. Back up the campaign by sending in to the paper the news you want printed. Get acquainted with a live reporter. Give him a ride in a sidecar. Make it easy for him to get the news and there will soon be no cause for complaint that there is no motorcycle or bicycle news on the sporting page.

* * *

B. W. KING, in a recent issue of MOTORCYCLE AND BICYCLE ILLUSTRATED, makes a number of suggestions for laws to protect the cyclist from reckless automobile drivers who seem to take delight in seeing how near they can come to killing the bicycle rider without actually doing it. One suggestion made by Mr. King is that the law should prohibit an automobile from passing a bicycle closer than eight feet. Another is that insurance laws should be so amended as to compel the autoist to carry insurance and also to make him liable personally for the first $1,000 of damage. Both suggestions are excellent. Many a bicycle rider has been injured from being thrown off balance by the suction of a speeding car driven too close, and if the drivers of automobiles knew that they couldn't shift the whole cost of an accident onto the shoulders of the insurance company they would take fewer chances. Fire insurance companies always make the owner stand 20 per cent. of the risk. Casualty companies might well follow the same rule.

* * *

THE Yorkville Motorcycle Club, in its initiation ceremonies, described in a recent issue of this magazine, is setting an example that could profitably be followed by every club in the country. The leading spirits in that club are farseeing and constructive. They believe a club should stand for something more than mere fun. Their idea is that one of the chief objects of a motorcycle club is to spread the doctrine of good fellowship throughout the sport, and so they take advantage of the opportunity offered by the initiatory ceremonies to give new members an impressive object-lesson in the spirit of good fellowship. The idea is not copyrighted. It might well be imitated by other clubs.

Notes *on* Atlanta's Endurance

By R. B. Parrish

RADIO SHEARIN, who entered at the last minute, was all set and loaded, for he checked the entire course on time. Lovette checked in Columbia, S. C. (night control) a few minutes late. Boyd was also late at Columbia.

* * *

Bob Kendricks struck a stump and was entangled in his machine, resulting in losing three of his toes. Kendricks was taken into Athens, where he received medical attention and was out of the run for good. However, he came on to Atlanta with Mr. Deihl, who was checking the riders at Athens.

* * *

Johnnie Balmer of the H.-D. Motor Co., had lots of tire trouble, but he is a wizard at changing 'em. He changed six times between Atlanta and Augusta, and checked in at Augusta on time.

* * *

Clarence Springs, brother of the late Hammond Springs, also had some tire trouble, but got away with it. Wayman Boyles rode the last 25 miles in the dark and checked in at the Atlanta control on time.

* * *

The early morning start was a bit cool for most of the contestants. There was some scrambling for coats, wraps, etc., and where there was two riders from the same family some very queer looking coats, wraps, muffs, caps and gloves were displayed. Some of the riders were so bundled up that there was not a chance of telling who they were.

* * *

"All right, No. 1, go!" the starter shouted, and the first man was off. Then No. 2, and so on, until some ten of the riders had departed. About this time there was a noise down the street that sounded like B-r-rr-rr-rrrrrr, Siz-z-z-z-zzz. "Hold on there!" Dayton Shearin, who was not expected to be present, as the last any one heard from Dayton he was somewhere in Kentucky and was figured as not having a chance to get in for the run. However, by riding like H——, both day and night, for 36 hours, Dayton arrived at the starting line just in time to swing on to the rear of the last man's Echo, with an empty stomach, a dirty face, and an almost empty gas and oil tank, but with a motor purring like a sewing machine, and a determination like that of Gen. Grant to fight it out if it took all winter. After the supposed last man had departed, Shearin disappeared in the darkness with a distance of 524 more miles ahead of his already 1,000 mile ride from Chicago to Atlanta.

* * *

Joe Burdick showed up at the starting line all groomed out with a cold and everything. When called he was unable to answer above a whisper, so Joe's physician refused to let him start.

* * *

Jack Hanie showed up at the starting line, to the surprise of all, with a wreck, and announced to the whole line-up that he, Jack, was competitor for some of the fine lot of prizes offered to the winners of the run.

* * *

Johnnie Walston was the first of the bunch to encounter trouble. It seems that the Jinx tacked on to the tail end of Johnnie's Scout, between Thompson, the home of Tom Watson, and Augusta, the home of Ed Watson. However, Ed. and Tom are of no relation. The next to have his trouble was Harry Glenn, but Glenn overcome the Jinx and made it on time, whereas Walston checked in at Augusta late.

* * *

The riders were checked in at Columbia, S. C., by the "Columbia Record." Their machines were stored over night and checked out the next morning. The Record co-opertian was all that could have ben asked, and then some. In other words, ask what you would and they gave it.

* * *

L. W. LaBlanc of the Atlanta Lubricating Co., saw to it that the riders were taken care of in the way of getting Tiolene oil on the course. He had to supply at all of the controls with the exception of Athens, Ga. At this point he was unable to get this done and sent one of his men from Atlanta with a car and plenty of oil for all, and filled the machines up on the Court House Square with two policemen for bodyguards.

* * *

After the fight—I mean after the banquet —all of the dealers and most of the riders said, "Never again!" But this doesn't mean anything. As a matter of fact, they said the same thing last year, so by the time the next run is held most all of them with reinforcements will probably be ready to (fight) run again.

* * *

H. P. Buttrick fell out at Athens, Ga., within 73 miles of the finish, with generator trouble. Buttrick had made all of the course perfect, until this time, with only one eye to pick the good and bad spots with. He got something in his eye shortly after leaving Atlanta, stopped and got medical treatment, but was deprived of further use of the eye by the bandage and dressing. He still has a very troublesome eye.

* * *

On Saturday night, following the run there was a banquet at the Peacock Cafe at which there were 45 riders and dealers present. An empty chair at the head of the table reserved for the late P. Woolf exemplified that even though Woolf was not present in the flesh, his spirit was with them. L. W. LaBlanc made quite an interesting talk on the subject of reorganizing the club. The banquet was in charge of Gus Castle. Part of the cost of the arrangements was taken care of by Mr. J. P. Winsor of the Indian Motorcycle Co.

* * *

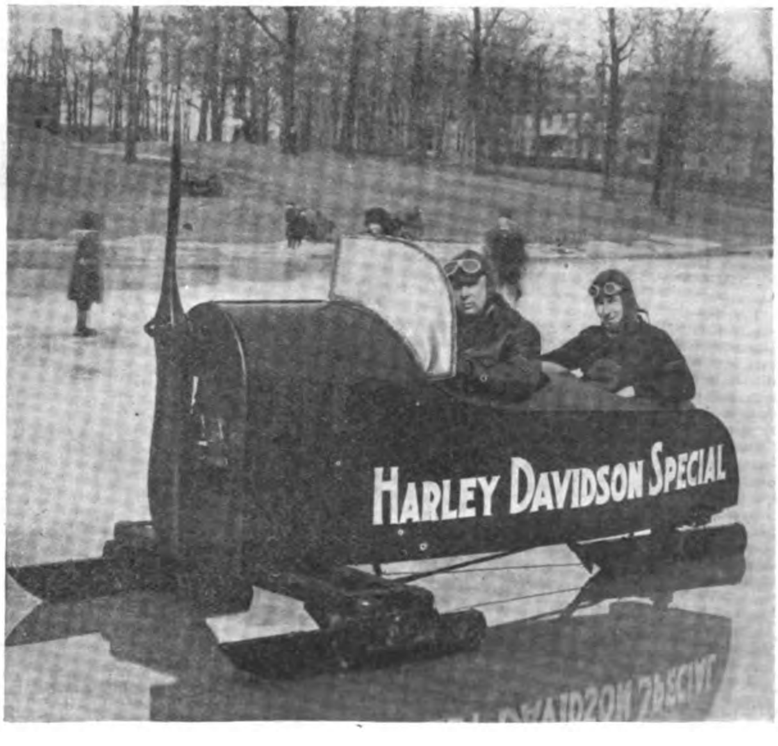
At the finishing line there were several hundred people awaiting to see the riders come in. Also, looking for any excitement that might turn up. There were a number of the rooters for their respective riders awaiting to do battle and some of them got into action immediately. There were some small flurries which entertained the crowd until the first of the riders arrived.

* * *

There is absolutely no question that this was the largest and best run ever held out of Atlanta, from a standpoint of public interest, but from a practical standpoint it was a fizzle as usual. There was just one thing that was unusual about it. That was the absence of murder. There were no guns and long knives wielded, at the finish or at the time of awarding the prizes. This does not mean that there were no guns and knives present. No, indeed. To the contrary, there were many which are used in normal times for trimming toothpicks, cutting pie, etc.

GOOD ROADS IN CANADA

Forty million dollars is being spent on good roads in Canada this year. Highways construction has been carried on on a larger scale this year than ever before and the appropriations for work are the highest on record, according to A. W. Campbell, commissioner of highways.



This is the way Barlough of the Barlough Motor Co., Harley-Davidson dealers at Saginaw, Mich., plans to enjoy the ice on Saginaw River. Note that an airplane propellor is hooked up to the motor. Sixty miles an hour has been attained on the smooth ice.

What Motorcycle Clubs *and* Riders Are Doing

BAXTER "RED" POTTER PASSES ON

Springfield, Mass.—It will come with a decided shock to his many friends to learn that "Red" Potter passed away Thursday, December 7. A young man of sterling qualities, always a great lover of the sport of motorcycling, rated as one of the best in the country in endurance competition, "Red" played the sport he loved, just as he played the game of life, strictly on the level, and these qualities endeared him to all. A most lovable fellow has passed along and we will miss him. Several days ago, while riding on Boston road, he met with an accident and suffered injuries which necessitated his removal to the Ludlow Hospital. These were not thought to be serious at first, but pneumonia set in, his death occurring Thursday evening. He was born in Springfield, November 10, 1896. The funeral was held at Washburn's Chapel Sunday afternoon, December 10, at 3 o'clock, Rev. W. P. Grant, officiating. Burial was in Oak Grove Cemetery. The floral tributes were most beautiful, among them being a handsome piece from employees of the Hendee Company, with whom he had been associated for the past ten years. He left school in 1911 and went to work in a butcher shop; he soon persuaded his boss to purchase a motorcycle for the purpose of taking orders and delivery. He occasionally went to the Stadium with his one-lunger and in quick time won the admiration of the boys at the Stadium by the way he handled this machine. They gave him his first opportunity to ride a twin and he let it out and was enjoying the thrill of a 50-mile clip.

He joined the Hendee Company in 1912, and the next year, 1913, saw him the owner of his first machine, a twin with full equipment. He entered racing competition for the first time in 1915, at Norwich, Conn., where he gave a good account of himself against Bill Burdick, the local Champ. He was defeated in two races, but he gave the Champ a scare and also strengthened his confidence in his own riding ability. During 1917 and 1918 he contested regularly in endurance competition. His first big run was the Worcester Motorcycle Club's strenuous 24-hour grind, in which only three men finished. After nearly completing the course, he fell from his machine exhausted and was obliged to abandon the contest. The riders finishing were Buck and Pasmore, Indian, riding Solo Indian, and Carroll and Bristol, who brought their Indian sidecar outfits through perfect. He fared much better in the Crotona Motorcycle Club run when he covered the 540-mile course with 969 points to his credit. In the following year's run by the same club he came through with a perfect score and satisfied himself that he could do the trick. He competed in 1919 in the New Jersey Motorcycle Club run and brought home the bacon, with a perfect score. In September, 1919, he rode in the National Championships at Marion. He rode in company with the most hardened riders in the country and gave a good account of himself. In October of the same year the Passaic Motorcycle Club staged a National Championship Endurance Run over the worst roads possible to find in that state he came through with 1,000 points to his credit. In 1920 he won in the middleweight class in the Waterbury, Conn., known as the "worst ever." Endurance Run. In 1921 he climbed Mt. Tom, in Holyoke, Mass., 1,000 feet high, on an Indian Scout. This feat has never been duplicated. During the past year he retired completely from competition and devoted himself assiduously to his duties at the Indian factory, in which his experience and mechanical ability were greatly appreciated.

The late Baxter Potter.

PUTTING IT OVER ON WELLS

Portland, Oregon—Very shortly after his return to Portland, after establishing a new Transcontinental Record, Wells Bennett was treated to a surprise by the motorcycle riders of this city. Wells had settled himself for a nice quiet evening at home. One of the riders had dropped in to chat and had intentionally taken a chair on the opposite side of the room from the door, thus leaving Wells with his back toward the door. Suddenly the door opened, hands reached out and grasped Wells, jerked him to his feet, and the snap of a lock, together with the feeling of cold steel, told him that he was securely handcuffed. A large touring car awaited. Wells had not been able to get a glimpse of his captors, other than to see that they were in uniform. Once in the auto, he looked them over and then he did have some strange feelings, for his captors were dressed in the garb of State Police and both wore badges of that office and, worse of all, they were strangers to him. Attempts on his part to find out what it was all about met with a gruff response to tell it to the judge. After a short ride he was taken from the machine and compelled to go into a building with his captors. There he was thrust into a room where the motorcycle riders and fans were waiting. On seeing the gathering of riders he knew Wells grinned with relief and greeted the gathering. Dead silence answered his greeting, and the expression on his face was very puzzling. He was called to account and made to answer to the charges of highway robbery, destroying valuable personal property and changing the map of the country. These were explained to him as being very grave charges and, as he offered no defense, a verdict of guilty was returned and sentence passed that he be branded with a sign of his offense of changing the map of the country. The "branding" was accomplished by pinning on him a gold pin, the shape of which was the outline of the United States and across the face of which ran the crooked trail from Los Angeles to New York, with the inscription "6 days, 15 hours, 13 minutes." On the back of the pin his name and the date on which he completed the record were engraved. Then the assemblage gave him a big hand and he was informed that as soon as he told them all about the record trip that then the handcuffs would be removed. He willingly plunged into the task, so the handcuffs were taken off so that he might illustrate by his hands some of the things that happened. It took several hours for the telling. Wells would fail to mention something extra about some of the bad spots in the roads; some of the riders who had been over those places would remind him of a certain stretch, so that by the time he had finished he had pretty well covered the entire route in detail. Many of the incidents kept the crowd laughing, and Wells laughed with them, though he admitted that at the time of their happening he was not wasting any mirth, though to look back at them he could see how funny they were. After his story was ended, the conclave adjourned to the well-known Coffee Cup, where Wells and his wife were guests at a luncheon.

INDIAN SEASON IN SWITZERLAND

RACE MEET, April 30, 1922, Swiss Championship—

750 cc, individual, G. Fuhrer, Indian Scout, loss of 1 mark.

1,000 cc, expert, L. Gafner, Indian Chief, without loss of marks.

S-c 1,000 cc, individual, G. Crivello, Indian Scout, given up.

S-c 1,000 cc, individual, M. Henry, Powerplus Daytona, without loss of marks.

S-3 1,000 cc, expert, Ed. Moehes, Powerplus Daytona, 27 marks.

S-c 1,000 cc, expert, P. Kehrer, Indian Powerplus, given up.

ENDURANCE RUN, May 14, 1922, Swiss Championship—

1000 cc, individual, P. Eaverna, Indian Chief, loss of 2 marks.

1,000 cc, expert, E. Gafner, Indian Chief, without loss of marks.

S-c 600 cc, individual, G. Crivelli, Indian Scout, without loss of marks.

S-c 1,000 cc, individual, M. Henry, Daytona, without loss of marks.

S-c 1,000 cc, expert, Ed. Moehes, Daytona, 10 marks.

HILL CLIMB, Steg-Hulftegg, May 28, 1922—

750 cc, ind., A. Ebner, Indian Scout, first.

750 cc, expert, P. Wiedmer, Indian Scout, third.

S-c 1,000 cc, expert, F. Brondli, Daytona, second.

HILL CLIMB, June 11, 1922, Donzelte, Swiss Championship—

750 cc, individual, G. Fuhrer, Indian Scout, first.

1,000 cc, individual, P. Gaverma, Indian Chief, first.

1,000 cc, expert, E. Gafner, Daytona, second.

S-c, 600 cc, individual, G. Grivilli, Indian Scout, stopped.

S-c 1,000 cc, individual, M. Henry, Daytona, stopped.

S-c 1,000 cc, expert, E. Moehes, Daytona, second.

HILL CLIMB, July 16, 1922, Kuttigen-Staftelegg—

600 cc, M. Hany, Indian Scout, first.

1,000 cc, P. Widemer, Indian Chief, first.

1,000 cc, H. Bachli, Indian Powerplus, second.

HILL CLIMB, July 16, 1922, Montreusc-Causc—

1,000 cc, expert, A. Schopfer, Indian Powerplus, first.

1,000 cc, expert, E. Gafner, Daytona (rigid), second.

S-c 1,000 cc, individual, E. Wurgler, Indian Powerplus, first.

S-c 1,000 cc, individual, D. Bagard, Indian Powerplus, third.

S-c 1,000 cc, individual, A. Spagnol, Indian Powerplus, fifth.

S-s 1,000 cc, individual, E. Moehes, Daytona, first.

HILL CLIMB, July 23, 1922, Col du Buch, Swiss Championship—

750 cc, individual, G. Fuhrer, Indian Scout, first.

1,000 cc, individual, P. Faverna, Indian Chief, third.

1,000 cc, expert, E. Gafner, Daytona, second.

S-c 600 cc, individual, G. Crivelli, Indian Scout, first.

S-c 1,000 cc, ind., M. Henry, Daytona, second.

S-c 1,000 cc, expert, E. Moehes, Daytona, fifth.

HILL CLIMB, August 6, 1922, Lugano-Monte Bie—

1,000 cc, expert, A. Leoni, Daytona (rigid), second.

1,000 cc, individual, F. Mattavelli, Indian Powerplus, first.

S-c 1,000 cc, individual, G. Stutz, Indian Powerplus, fallen.

S-c 1,000 cc, expert, P. Wiedmer, Indian Chief, first.

FLYING KILO, September 9, 1922, Geneva, Swiss Championship—

1,000 cc, expert, E. Gafner, Daytona (rigid), third.

S-c 600 cc, individual, G. Cruelli, Indian Scout, first.

S-c 1,000 cc, individual, M. Henry, Daytona, first.

S-c 1,000 cc, expert, E. Moehes, Daytona, fifth.

1922 SWISS CHAMPIONSHIP, 5 Events—

750 cc, ind., G. Fuhrer, Indian Scout, first.

1,000 cc, expert, E. Gafner, Indian Scout, first, gold medal.

1,000 cc, individual, P. Faverna, Indian Scout, third.

S-c 1,000 cc, ind., M. Henry, Daytona, first.

S-c 600 cc, individual, G. Cruelli, Indian Scout, first.

S-c 1,000 cc, expert, E. Moehes, Daytona, third

FLYING KILO, September 24, 1922, Thoune—

S-c 1,000 cc, P. Kehrer, Daytona, first.

HILL CLIMB, October 8, 1922, Grafentruck-Lohn—

1,000 cc, J. Buhrer, Indian Chief, first.

1,000 cc, O. Kindler, Indian Chief, fourth.

FLYING KILO, October 15, 1922, Basle, Motorcycle Club Basle—

750 cc, A. Ebner, Indian Scout, first.

750 cc, P. Wiedmer, Indian Scout, second.

1,000 cc, P. Wiedmer, Indian Chief, second.

1,000 cc, P. Wurz, Indian Chief, third.

S-c 1,000 cc, P. Wiedmer, Indian Chief, second.

S-c 1,000 cc, R. Kettner, Indian Powerplus, second.

SANCTIONS ISSUED

MIDNIGHT RUN

Dec. 31—Wallace Stuart, Toledo, Ohio. Sanction No. 783.

Jan. 1—Crotona Motorcycle Club, New York, N. Y. Sanction No. 794.

The American Motorcycle Club of Brooklyn on a recent run to Oyster Bay, L. I.

ALL-NAVY CLUB REGISTERS

Chicago, Ill.—Chairman A. B. Coffman, of the M. and A. T., has issued charter No. 154 to the All-Navy Motorcycle Club of San Diego, Cal.

LEE SPEAKS FOR MOTORCYCLES

Sacramento, Cal.—Tennant Lee, M. and A. T. A. representative, who is a member of the executive committee of the automotive interests of California, attended the meeting called by the Motor Vehicle department to discuss possible revisions of the motor vehicle laws to be considered by the Legislature. He acted as spokesman for the motorcycle interests and reports there will probably be no change in the license fee.

POLO POPULAR ON THE COAST

San Francisco, Cal.—Dave Cromie, manager of the San Francisco Motorcycle Club's polo team; Finnigan, Speer and George Felton, ardent polo motorcyclists, all rode over to San Jose a few days ago. The San Jose Motorcycle Club gave them a hearty welcome and a hot supper, after which the details of a polo match between San Francisco and San Jose were discussed with enthusiasm. The date was set for December 17, with a "rain" date not quite decided. The San Francisco Motorcycle Club's polo players went to practice on the Marina the following Sunday. An aerial circus was entertaining a large crowd, but when the polo players got into action a large number of the populace deserted the aerial performers and gave their undivided attention to watching and applauding the polo game. They found it more thrilling than aerial stunts.

STARTING SOMETHING IN CLEVELAND

Cleveland, Ohio—B. W. Henwood, former service manager and school instructor of the Harley-Davidson factory, is now located in Cleveland with plans to put the city on the motorcycle map. All motorcycle interests are co-operating to make his program a success. A general meeting of motorcycle dealers was held December 8, at which plans were outlined. Those present included William J. Lister, president of the Lister Motorcycle Co., Harley-Davidson dealers; Harry Heidelberger, general manager of the Haverford Cycle Co., Ace dealers, and Francis D. Wendell, of the Wendell Cycle Co., who has Henderson and Excelsior lines. A number of feature stunts, with a general advertising and publicity campaign, was decided upon. Attention for the time being will be concentrated on putting over a big New Year's masquerade for all motorcycle owners. Mr. Henwood will be in active charge. The masqueraders will rendezvous at the various dealers' stores and will parade on their motorcycles to the dance hall. The costumes are expected to make a great display if the weather permits. This event promises to be good for a great deal of publicity.

THE CROTONA MIDNIGHT RUN

The Midnight Run,
As Usual,
Is Next,
With New Features
To Give It Spice.
So You'll Have the
Thrill
That Keeps
Your Blood
Pumping.
Gear Shift and
Non-Stop, Then
Stop and Start.
It Was Decided
At a Meeting
That Lasted Till
The Early Morning
That All Tests,
If Roads Were Bad,
Would Be Placed
So That This Run
Would Agree
To Crotona Policy,
Safe and Sane.
Your Entry and Fee,
One Fifty.
Get It In.
A Program
With Your Name,
Story of Run,
Reading Matter,
And Ads
Will Be Issued
Free.
Clever Idea
From New Blood.
Come On,
You Clubs!
Supporters of
Crotona Runs,
Boost the Midnight.
By the Way,
Last Thursday Night
We Held
What We Called
A Phonograph-Radio
Dance.
It Was Great,
So They Said.
And, as Usual,
A Good Time
Was Had
By All.
Nuf Till Again.

J. C. V.

THE CIRCUS CAME TO TOWN.

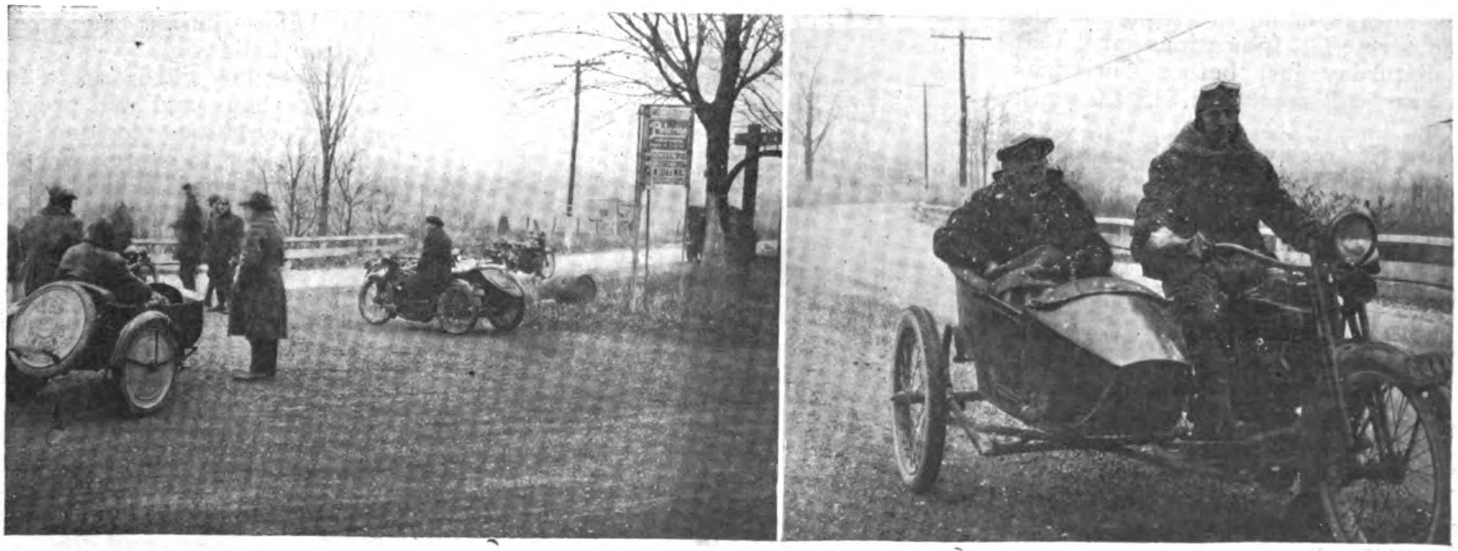
Astoria, N. Y.—The Queensborough M. C. staged their annual Thanksgiving parade on November 30. Great care seemed to have been taken in the selection of costumes, making it very difficult for the judges to decide who had the best rig. A devil, a Mexican bandit, the Shief and his wife, a number of clowns, a bum, and a bunch of would-be women who were efficiently escorted by the N. Y.'s first police officer were in the parade, which started from the club house, Astoria Road and Jackson Avenue at 2:30 p. m., escorted by the New York police department, motor cycle squad. Wherever the parade stopped a crowd gatherer around, and the cop handed them tickets.

KEYSTONE PLANS BIG MEETING

Philadelphia, Pa.—The directors of the Keystone Motorcycle Association are proceeding busily with plans for an active campaign t orecruit a large membership and make the Associatio na real power for good throughout the state. A big mass meeting, to which all motorcyclists and prospective motorcyclists of Philadelphia will be invited, is being arranged for the middle part of January, with a program of music, lectures and other entertainments which will insure everyone present having a good time. The new Association is meeting with enthusiastic support from practically every rider to whom its purpose and objects have been described, and the rapid growth of the new movement appears assured.

HARRISBURG CLUB RUN.

Harrisburg, Pa.—The Harrisburg Motorcycle Club held a successful Secret Destination Run on Thanksgiving Day. The destination was York, the distance about 65 miles. Gene White scored 988 and won the turkey. Joe Whitmer chalked up 986 and got the goose. Charles Lesher also scored 986 and was awarded two chicken (with feathers on). White rode to a win without either watch or speedometer. On December 7 the club held a Clam Chowder supper, followed by nomination of officers for the ensuing year.



The Pompton Plains Check in the recent 82-mile reliability run of the New Jersey M. C. Right, T. A. McLaughlin, the winner.

The Why of the Haverford Receivership

By P. J. Bailey

OPEN every evening from now until Christmas and doing a humming holiday business, the Philadelphia store of the Haverford Cycle Co. is a thriving scene of industry that gives an assuring impression of soundness and progress at first sight. In the evening the glow of lights in the brilliant show windows on Market street display to the eager Christmas shoppers an inviting array of bicycles, coasters, skates, roller toys and similar items that delight the heart of the lively youngster, and the aisles inside are crowded with purchasers who are answering the urge to cover the requirements in the brief time remaining before Santa's reindeers are due to check in on the annual Yuletide endurance run on which the good old saint has made so many perfect scores.

On entering the front door Max M. Sladkin was sighted moving about the sales floor, his face wreathed in cheery smiles and his eyes twinkling as he halted now and then to speak a few words to customers who wanted special information about this or that toy. He paused to explain a feature of a radio set that the mother of an alert youngster of twelve years asked about, and satisfied her so effectively that the sale was closed right then and there. A few feet farther along the aisle he slowed down to insert a helpful word to a salesman who was showing how a toy train of electric cars operated.

"We've been averaging $4,000 worth of business a day lately," he explained in connection with the rushing holiday trade. "And the average will be higher from now until Christmas is past, for the closer the big day comes the bigger the crowds are—those who neglected to do their holiday shopping early always come in strong on the home stretch. Indications are that the Saturday just before Christmas this year will reach the $15,000 mark for us."

"Now this receivership," he branched off onto the subject that was naturally open for discussion, "that store doesn't look like a place that would have any trouble keeping the wolf away from the door, does it? Well, it's just as safe as it looks. The receivership is simply an arrangement to insure that all the people we owe any money will be given the same treatment and no special favors shown. It worked out this way:

"In transactions that occurred some time ago the Haverford Cycle Co. incurred accounts of substantial amounts with various firms, all of which we were confident of taking care of in reasonable time if allowed to carry out our program as originally planned. However, one credior became nervous and insisted upon being taken care of ahead of his turn, before the others who deserved at least equal attention. This creditor finally grew peremptory and threatened attachment if complete settlement was not forthcoming by a certain time.

"Of course, that wouldn't have done, as the other creditors would have had to whistle for their money if those folks had had their way. They offered as an alternative my giving them a mortgage on the business to secure their account. That would have fixed them nicely, of course, but if I had done it the other creditors would have rightly demanded to know why I had put the whole business into guaranteeing one account while leaving them without any look-in.

"So I told these people that I'd not be ready to sign a mortgage or anything until the next morning, and they had to be satisfied with that and go away. I knew they'd be back bright and early next morning with the mortgage to be signed, also with an attachment to plaster on the business if I didn't sign the mortgage. Now, with either an attachment or a mortgage the control of the company's finances and the fair settlement of the various accounts would be out of our hands and it would be extremely difficult if not impossible to get them equitably straightened out and the business back on its feet again and going as it should be—and I certainly didn't want to see a fine, smoothly-running establishment like this, making big sales and extending its activity more widely every day, go to pieces simply to satisfy the impatience of one nervous creditor.

The Alling & Cory Co.
ALCOR PAPER
ROCHESTER
BUFFALO
PITTSBURGH
NEW YORK CITY
UNCLE SAM BOND 50% RAG
The Alling & Cory Co
SPECIAL DELIVERY

Art Rochow, of Wagner-Dolph, Rochester, N. Y., sold this outfit to the Alling & Cory Co., one of the leading paper concerns in the East.

"You know how it is—there are any number of big, substantial business houses with tip-top credit ratings that would go to the wall today if compelled to raise cash instantly to make immediate payment on big outstanding bills. That was our shape. We were more than good for every penny we owed and if given a chance to work out our program I knew that we would pay off every account in full without difficulty.

"But if these folks put through attachment proceedings and sold the business under the hammer, it would not only put the Haverford Cycle Co. out of business but would leave practically all the creditors out in the cold.

"And I was determined that I wouldn't let that happen. So I called up a lawyer friend and on his advice I applied for a receivership immediately. The receiver was appointed and the papers duly made out without delay, and next morning when the gentleman came around with his mortgage he was informed that all affairs were in charge of the receiver, who would transact all matters referring to old accounts and see that everyone got what was coming to them.

"Now just to show what good shape our business is in, as soon as the receivers had taken charge of the business and had examined our accounts carefully, they approved our program and permitted us to order $20,000 worth of new merchandise with which to handle the big holiday trade and are arranging to obtain $50,000 from the bank. We increased our stock of toys and Christmas goods and thereby increased the profits that we are making during this period, for our sales are running larger this year than ever before during the weeks preceding the holidays.

"The receivership will insure a fair show for everybody and will prevent any nervous creditors rocking the boat before we get to shore. We are carrying lines of goods which appeal very strongly to the buying public and all of which have met with a most gratifying demand—motorcycles, bicycles, sporting goods, radio, coasters, toys, etc.—and with the receivership to assure us against meddling for a short time while we are getting squared away, there is no question about the Haverford Cycle Co. going down the 1923 straightaway with the throttle wide open and the speedometer hitting a higher figure than ever before."

Hodgson and Conoulty Shine

By Harry Gordon

AT the Victoria Park racecourse in Sydney, the Motorcycle Club of New South Wales promoted a very successful meeting in aid of the Tubercular ("T. B.") Soldiers' and Sailors' Association. The principal events were the championships of New South Wales for the two great classes of solo motorcycles, under and over 600 c. c. or, as the Americans reckon, 30½ and 61 cubic inches capacity. There were also handicaps for solos in both classes, and a sidecar handicap. The cinder track, one mile and one-eighth in circumference, was used, and was a trifle on the loose side, causing a lot of dust to fly.

The features were the wonderful speed of H. R. Hodgson's Harley-Davidson, which won the big championship and also the handicap from scratch; the superb corner work of the big Victorian, Dave Brewster, who rode a new English mount, the Brough Superior, in the over 600 c. c. solo races, and the dashing competition between the Indian Scout cracks, Conoulty and Harold Wood in the small powered class. Conoulty successfully retained his championship in the under 600 c. c., but Harold Wood gave him a rare battle for it.

Results of the races were:

M. C. C. Handicap, under 600 c. c. Five laps (5 miles, 1,100 yards)—First heat, Harold Wood, Indian Scout, scratch, 1; B. Schwer, Indian Scout, 40 secs., 2; L. Watson, 2¾ h. p. A. J. S., 15 secs., 3. Time, 6 mins. 5 secs. Second heat: W. Conoulty, Indian Scout, scratch, 1; E. Edwards, 3½ h. p. Norton, 12 secs, 2; A. Batnos, 3½ h. p. Rover, 40 secs, 3; won easily in slow time, 8 mins. 12 secs. Third heat: H. Hulford, 3½ h. p. Douglas, 12 secs., 1; A. Clifton, Sports Harley-Davidson, 15 secs., 2; J. R. Sidebottom, 2¾ h. p. A. J. S., 15 secs., 3. Won by 100 yards. Time, 6 mins. 59 secs. Final, Harold Wood, Indian Scout, scratch, 1; A. Clifton, Sports Harley-Davidson, 15 secs., 2; H. Hulford, 3½ h. p. Douglas, 12 secs., 3. Time, 6 mins. 59 secs.

The T. B. Handicap, over 600 c. c., five laps—H. R. Hodgson, Harley-Davidson, scratch, 1; T. Abbott, Harley-Davidson, 35 secs., 2; K. Speerin, Indian, 55 secs., 3. Twelve started, and Hodgson and Brewster, the two back men, had a great battle for the first half of the distance. Hodgson's machine was the faster in the straights, but Brewster's cornering was something "out of the box." However, with two laps to go Hodgson got around him, and entering the last lap was in third place, with Speerin and Abbott to catch. In a wonderful race he got in front in the last hundred yards and won by two lengths in 5 mins. 46 secs., averaging 60 m. p. h.

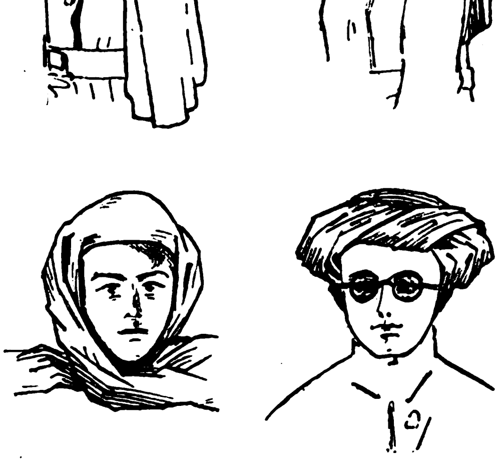
Championship of New South Wales, five miles, under 600 c. c.—W. Conoulty, Indian Scout, 1; Harold Wood, Indian Scout, 2; C. Sainty, 3½ h. p. Triumph, 3. Time, 5 mins., 12 secs.

Championship of New South Wales, over 600 c. c., five miles—H. R. Hodgson, Harley-Davidson, 1; D. Brewster, Brough Superior, 2; H. Head, Harley-Davidson, 3.

T. Abbott and A. H. Noad also started. It was principally a match between Hodgson and Brewster, however. Brewster did some thrilling work on the turns, on which he was easily the best man seen out, but his machine did not pick up so well in the straights as Hodgson's, and the latter consequently always had a few lengths lead. In the last lap Hodgson took all the risks and pulled away to win by 100 yards in 5 mins. 5 secs., averaging 59 m. p. h. In the straights the leaders attained speeds of over 70 m. p. h.

Consolation Handicap, under 600 c. c., prize winners barred. Three laps (3 miles, 660 yards)—First heat: B. Schwer, 3½ h. p. Indian Scout, 26 secs., 1; E. N. Williams, 3½ h. p. James, 21 secs., 2; J. R. Sidebottom, 2¾ h. p. A. S., 9 secs., 3. Won by 150 yards. Time, 4 mins. 54 secs. Second heat: E. Edwards, 3½ h. p., Norton, 7 secs., 1; D. Barrett, 3½ h. p. Norton, 7 secs., 2; A. Batnos, 3½ h. p. Rover, 24 secs., 3. Won by 120 yards. Time, 5 mins. 15 secs. Final: B. Schwer, Indian Scout, 26 secs., 1; D. Barrett, 3½ h. p. Norton, 7 secs., 2; E. Edwards, 3½ h. p. Norton, 7 secs., 3. Won by 100 yards. Time, 4 mins. 7 secs.

Victoria Park Sidecar Handicap, five laps—G. Reynolds, Harley-Davidson, 15 secs., 1; H. R. Hodgson, Harley-Davidson, scratch, 2; C. Wood, Reading Standard, 8 secs., 3. The winner led al lthe way. Alf Harry, one of our greatest sidecar riders, had very bad luck, one tappet not acting properly. Sometimes he was going great guns, and at other times only crawling in the dust. Hodgson rode very well, and with a lap to go had ever chance of winning when his machine also slackened speed. Reynolds, plodding along, won by 100 yards in 7 mins. 6 secs.



Some Holland styles in headgear for feminine motorcyclists—From De Motorwereld.

HOLMES OFFERS MORE POETRY

W. H. HOLMES, the bicycle man of the South, has again excelled himself in the introduction of novel advertising methods. Here is Mr. Holmes' latest verse, linked up with the sale of Columbia Bicycles:—

"Hail Columbia"

"Hail Columbia! Happy land,"
They've cut the price "to beat the band."
"Columbia," the wheel of fame,
Is down in price but not in name.

Perfect in finish all throughout,
Nothing like it, hereabout;
Better now than in many years,
So you can well allay your fears.

Clincher tires, steel rims, new
Aluminum pedals, truss frame, too;
Drop side mud guard, motorbike saddle,
Any style handle bars, and easy to straddle.

If you want a wheel
That rides mighty nice
Just buy a Columbia
At the cut-down price.

See me at once, and have a little talk
And I'll prove that it's cheaper
To ride than to walk.

W. H. HOLMES
Easy terms. 308 Ninth St.

With *the* Trade

D. P. GETS A BIG ORDER

Los Angeles, Cal.—D. P. Harris, who was here last week, reports business good all along the Coast. From Los Angeles, he traveled north to Seattle. John T. Bill & Co. gave D. P. an order for two carloads of Rollfast cup tread tires. No wonder he says business is good.

BIG CALL FOR WOMEN'S WHEELS

Chicago, Ill.—"There is an increasing demand for women's and girls' bicycles," says W. C. Foster, of the Mead Cycle Co. "We have had a very noticeable call for ladies' wheels, since the revival of business. Nearly 12 per cent. of our orders call for the feminine type and this is a much larger proportion than we have had to supply in quite a few years." Secretary Foster says the Fall business has been most satisfactory and everything indicates a big Spring business.

WHERE THEY SHINE

Buffalo, N. Y.—Oliver F. Cabana, of the Buffalo Specialty Co., was one of the first to send in a reservation for space at the National Cycle Show in New York next February. When Show Manager A. B. Coffman called at Secretary Martin J. Cabana's office, last week, M. J. said: "Sure, we're going to be at the show. O. F. has already sent in his application for space." So all that A. B. had to do was to present the dotted line and O. F. signed it. Quick action, but that's the way the Buffalo Specialty works. It shines in more ways than one.

GORDON TELLS A CHICKEN STORY

Syracuse, N. Y.—Sales Manager E. K. Gordon, of the Ner-A-Car Corp., is telling a chicken or rather a rooster story that's good, believe it or not. Gordon is something of a fancy rider, and can frequently be seen gliding down the road, pipe in mouth and arms folded, the little Neracar steering by balance as the boys ride their bicycles. He says he was doing this on a stretch of country road recently when a rooster that couldn't decide which side of the road it preferred until the Neracar was almost upon it flew up and landed in his arms. He spoils the story by declaring that he let it go.

C. B. NOW A REAL TRAVELER

Springfield, Mass.—Chief Engineer C. B. Franklin, who has, for the past month, been touring the country for first-hand impressions of Indian performance, has graduated into the full-fledged traveling men's class. declares Sales Manager J. B. McNaughton. "Mac" says Charlie wrote a pretty good report from Chicago and another from Kansas City, and another from Denver but from Los Angeles came a letter something like this: "Hope to get time to write a long report soon. Enclosed please find expense account." "He's a genuine traveling man, now," says "Mac."

HANSEN HAS HIS TROUBLES

Chicago, Ill.—If anyone has an idea that all there is to getting goods from the factories these days is to have a good line of credit, and then order the stuff shipped, let him ask H. P. Hansen, of the Chicago Cycle Supply Co. "It's easy enough to order the factory to ship the goods but the factories don't run the railroads. I don't know who does run them," he says. "Sometimes I think no one does. I have had as many as eight shipments on the way from Shelby, Ohio, at one time, so great is the delay in transportation. We have been lucky with good Fall weather. Winter storms will practically put the railroads out of business."

ARTHUR VISITS THE BIG CITY

New York—Arthur Davidson, chairman of the National Show Committee of the M. and A. T. A., who puts in the few odd hours he has left after steering the arrangements for the annual shows in the right direction, at supervising the sales activities of the Harley-Davidson organization, paid a flying visit to New York last week to attend the meeting the metropolitan show boosters. Arthur says that after hearing the enthusiastic way in which the local crowd are working to put the show over, he doesn't see that there is much left for him to do.

BICYCLE AND MOTORCYCLE EXPORTS DURING MONTH OF SEPTEMBER

Washington, D. C.—The following report shows the exports of bicycles, tricycles, motorcycles and parts of cycles, except tires, exported from the United States during the month of September:

Countries	Bicycles and tricycles Number	Bicycles and tricycles Dollars	Motor cycles Number	Motor cycles Dollars	Parts of cycles except tires Pounds	Parts of cycles except tires Dollars
Belgium	...	...	41	8,821	1,927	1,626
Czechoslovakia	...	...	2	500	1,129	567
Denmark	...	...	1	330	9,683	3,264
Esthonia	...	...	...	...	709	488
Finland	1	40	...	...	4,502	1,969
France	...	...	23	5,887	1,544	1,800
Germany	...	...	10	2,368	...	...
Italy	...	...	3	745	1,761	2,397
Malta, Gozo, etc.	...	...	2	450	200	75
Netherlands	...	...	192	48,365	8,921	7,769
Norway	1	10	20	4,582	9,470	3,415
Portugal	...	...	16	4,750	2,948	967
Spain	...	...	111	26,497	12,493	5,871
Sweden	...	...	15	3,158	586	844
Switzerland	...	...	...	...	340	165
England	4	86	7	1,124	161	194
Canada—Maritime Prov.	1	15	...	...	135	199
Quebec and Ontario	249	1,286	31	7,784	11,341	6,538
Prairie Provinces	2	25	2	394	292	305
Br. Col. and Yukon	6	147	3	1,049	242	250
Costa Rica	19	101	...	...	...	...
Guatemala	10	26	1	368	...	...
Honduras	1	28	...	...	48	66
Nicaragua	2	65	...	...	240	100
Panama	16	234	...	...	552	338
Mexico	172	3,701	39	8,716	10,141	4,179
Newfoundland and Lab.	1	35	...	...	19	28
Bermuda	3	57	...	...	1,047	639
Barbados	1	30	1	350	...	...
Jamaica	8	48	1	104	1,052	411
Other Brit. West Indies	7	107	...	...	174	93
Cuba	94	906	2	517	3,353	2,128
Dominican Republic	2	66	...	...	...	...
French West Indies	...	...	2	489	436	153
Haiti	...	...	...	...	15	38
Virgin Is. of U. S.	...	...	...	...	30	21
Argentina	6	450	20	4,488	110	74
Brazil	337	1,077	9	1,841	443	190
Chile	18	43	...	...	212	183
Colombia	42	209	1	246	...	...
Ecuador	...	...	...	...	28	22
British Guiana	1	28	...	...	50	90
Dutch Guiana	...	...	...	...	14	20
Peru	...	...	3	811	457	167
Venezuela	21	47	1	135	...	...
British India	12	101	40	9,906	4,213	1,774
Ceylon	...	...	8	1,897	...	...
China	7	206	13	3,098	1,487	672
Chosen	2	125	...	...	30	40
Java and Madura	48	112	4	888	4,386	2,710
Other Dutch East Indies	...	...	1	300	1,229	650
Hongkong	...	...	12	3,260	1,734	614
Japan	32	1,130	84	23,063	17,109	5,974
Palestine and Syria	...	...	...	...	212	106
Philippine Islands	1	12	3	802	471	473
Australia	...	...	444	97,943	28,177	14,790
French Oceania	...	...	...	...	108	67
New Zealand	...	...	100	24,386	5,735	4,372
Other Oceania	...	...	...	...	23	21
British W. Africa	1	64	...	...	101	234
British South Africa	...	...	82	19,366	6,713	5,785
British East Africa	...	...	1	305	...	...
Egypt	30	62	1	375	522	288
Morocco	...	...	8	1,275	...	...
Portuguese East Africa	...	...	...	...	30	75
Total	1,158	10,679	1,360	321,731	159,085	86,288

HARLEY-DAVIDSON DOUBLES DRAFTING DEPT.

Milwaukee, Wis.—Doubling the size of the production drafting department and a general re-arrangement of the engineering department is the latest move of the Harley-Davidson Motor Company in building better stock motorcycles and preparing for future growth. The office of "Bill" Harley, designer of the Milwaukee-made motorcycle, is now located between the engineering department and the experimental drafting department. The new larger quarters of the production drafting department are connected with the experimental drafting room by large swinging doors, making it easy to take complete sidecar outfits from one department to the other.

The new Harley-Davidson drafting department. At the right is the fireproof vault for storage of production drawings.

BUSINESS SPLENDID

Cleveland, Ohio—"We are getting our share and then some from motorcycle and bicycle manufacturers," says Roy Leavenworth, advertising director, Standard Welding Company. "The remarkable increase in business this fall indicates that it is just the start for a big 1923 business in the cycling industry," he says. "With the big New York show just preceding spring activities, to give the dealers the right kind of enthusiasm to go after business, the Standard Welding Co. is looking forward to prosperity in this industry for some years to come. Roy D. Molm is now just 'Roy' to the cycling manufacturers and has won their good will by his sincere efforts to give them service."

GORDON LEE RESIGNS

Washington, D. C.—Gordon Lee has resigned as Chief of the Automotive Division of the Bureau of Foreign and Domestic Commerce, to take up the work of directing foreign sales of the Yellow Cab Mfg. Co., of Chicago. Mr. Lee, during his service with the U. S. Department of Commerce, has been of valuable assistance to the motorcycle industry in its foreign relations. Secretary Hoover expresses deep regret at the loss of Mr. Lee, but states that private interests offer so much greater compensation that it is difficult to hold the best men in government service.

DUNLOP SELLS BONDS HERE

New York.—The Dunlop Rubber Company, Ltd., largest manufacturer of automobile tires in England, which invaded the American field two years ago with a factory at Buffalo, has sold an issue of $15,886,000 first mortgage 7 per cent. bonds to a syndicate of New York bankers. A public offering of the bonds, which will be dollar securities, will be made on Monday morning. It is expected the price will be about a 7.5 per cent. basis. The bonds mature in 1942. The issue will be the largest piece of foreign industrial financing in the New York market this year. The proceeds of the bond sale, it is stated, will be expended in the United States for expansion of factories and sales agencies here. It is planned to resume operations at the corporation's Buffalo factory at once, giving employment to between 8,000 and 10,000 men. The plant will have a capacity of 13,000 tires per day.

A. G. Aldrich, new Eastern representative of the Neracar all dolled out in his regular riding suit, ready for a trip through his territory. Aldrich has had many years of motorcycle experience as dealer, factory man and instructor in government motorcycle schools and he declares Neracar the real thing.

JOHN HENRY HAS PLENTY OF VIM

Buffalo, N. Y.—About the best satisfied jobber in this section of the country is John Henry, of the Vim Cycle & Hardware Co. All he is kicking about is that the factories, especially the manufacturers of juvenile wheeled goods, can't deliver as fast as Henry can sell. "Never had a better holiday business," says John. "Our juvenile wheeled goods have been the meal ticket of many a dealer. They get a quick turnover on their money and come back for more." Henry has also handled a big line of toys, dolls, etc., with good results.

LOOKS GOOD, SAYS BARNARD

Brooklyn, N. Y.—Irving Barnard, Eastern traveler for the Excelsior Motor Mfg. & Supply Co. reports that the majority of the dealers he has visited during the past few months, have disposed of their old stocks, have clean sales floors and are ready to handle new business, not only ready but busy. He says there is very general enthusiasm for the coming New York show and predicts a large dealer attendance.

BOOSTING THE SCOUT CLUBS

Springfield, Mass.—The Hendee Mfg. Co. is supplying Indian dealers with complete material for the handling of the Indian Scout Club plan, by which the prospective owner of an Indian Scout can, through small regular payments, accumulate enough during the winter months to put him in possession of his new Scout early in the Spring.

JACK WARMS UP

Elyria, Ohio—Jack Brandt, of the Troxle Mfg. Co., has gone South for a two weeks' vacation trip.

British Motorcycle Design

COMMENTING on the Olympia Motorcycle show, just held in England "The Motorcycle" of London says:

"Without doubt the annual Motorcycle Show at Olympia is, this year, more interesting than it has ever been, and a careful study of the machines exhibited reveals at least the very important fact that "freak" designs are absent. Never before perhaps have such sound mechanical principles been so general, and this reflects great credit upon the motorcycle industry as a whole.

"The trend of motorcycle design forms the subject of a considered review in this issue, but three features at once arrest attention:

(1) The progress of the ultra-lightweight.

(2) The increased number of 350 c.c. motorcycles.

(3) The almost general adoption of chain transmission.

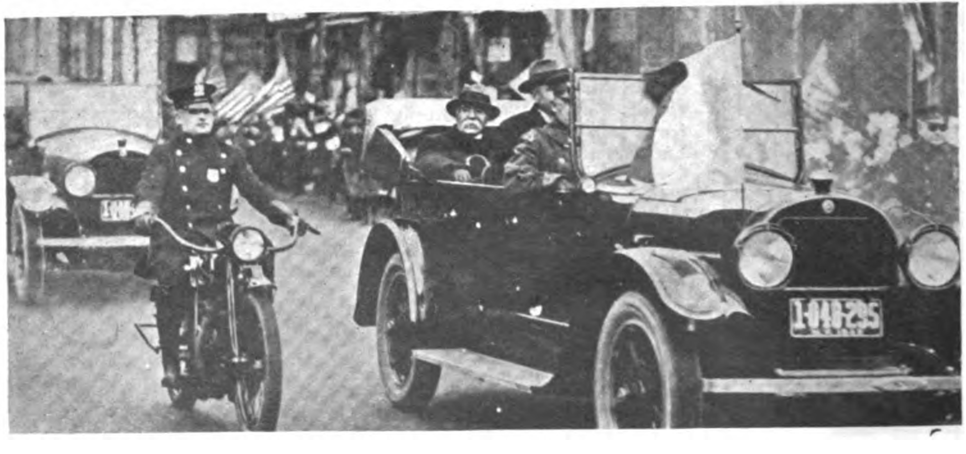
"Of the ultra-lightweights it may be said that they are a revival of an old movement which never progressed because engine design had not reached the stage of efficiency which now obtains. These machines for the "man in the street" are to be found on over twenty stands, and of the total, 75 per cent. are entirely new models. Lightweight machines have always made a strong appeal to the convert by reason of their ease of handling, and it is a vast public which awaits the arrival of a light and economical mount of proved efficiency to take the place of the pedal cycle. In point of numbers, the 250 c.c. motorcycle of the conventional type easily maintains the position it gained at the last Show; but the 350 c.c. class is 50 per cent. larger—a fact attributable to its remarkable success. Single-cylinder motorcycles of 500 c.c., although represented by a relatively smaller number than the 350 c.c. mounts, have also increased 50 per cent.; but the small twin-cylinder mount appears to be disappearing despite its charm.

"A slight increase in the larger single-cylinder machine is to be recorded, but not to such a degree as one would expect, considering that this type of motorcycle represents the most simple and economical passenger machine, for even heavy duty, on the market to-day. The large sidecar outfit as a class has also increased slightly, but the opposed twin has no new names to represent it. Unit construction of engine and gear box seems to be more favored than hitherto, while overhead valves and four-speed gear boxes are increasing in popularity."

What a Freak Will Do

EDITOR MOTORCYCLE AND BICYCLE ILLUSTRATED:—In the issue of MOTORCYCLE ILLUSTRATED for November 30th, in the "Question Box" department, Mr. Robert Ross, of Pittsburgh, Pa., had his question answered as to the fastest speed ever obtained by a motorcycle. This speed of 115.79 mi. per hr. was made with a 61 cu. in. motor.

But how about the 8-cylinder "V" type motorcycle Glenn Curtiss made a good many years ago before he started building aeroplanes? This machine made a mile in 26 3/5 seconds if I remember correctly, which figures out 135.34 miles per hour. It had to be towed 30 miles an hour to crank the motor, and the motor was so powerful the power could not be turned on suddenly for danger of the motor tearing itself from the frame, which probably wasn't as strong as frames on motorcycles are now. I used to have the old copy of MOTORCYCLE ILLUSTRATED telling about this machine and showing the picture of it, but have lost it now.



When leaving New York City, Georges Clemenceau, was whirled down Fifth avenue with a motorcycle escort setting pace at 30 miles an hour. At Grand Central station the Tiger shook hands with the motorcycle cops and complimented them on their service. "We haven't such as you (motorcycle squads) in London and Paris," he remarked. The New York motorcycle contingent is the largest in the world, numbering over 600 Indians. They guarded Clemenceau on all his trips about the city.

A freak machine probably could be built today with a double row of Ace or Henderson cylinders that would make this speed look like Father Time was knocked for a row of alarm clocks, according to Howard Freeman's Weekly Whirl of Wheels. If the factories wanted to, no doubt they could build a high-speed 74 or 80 cu. in. motor that would exceed the speed of Curtiss' machine. But the 61's are quite a rolling piece of furniture on the track. B. F. SURBER.

Bridgeport, Conn.

SERVICE, PLUS

By M. C. R.

TO make a reputation as a salvager or repairer of wrecked motorcycles is to build a reputation as an expert repairman. There is probably no trouble, excepting illness in his home, that does not take on a bigger worry to the motorcyclist than an accident to his mount. The matter is big with fate. Be the wreck serious or mild, the quicker the repairman calls for the wreckage and puts it back into shape the better the advertisement this customer will make for the repairman when he (the cyclist) tells his friend how the other fellow hit HIM and how quickly the wreckage was hauled home and made over into a motorcycle again.

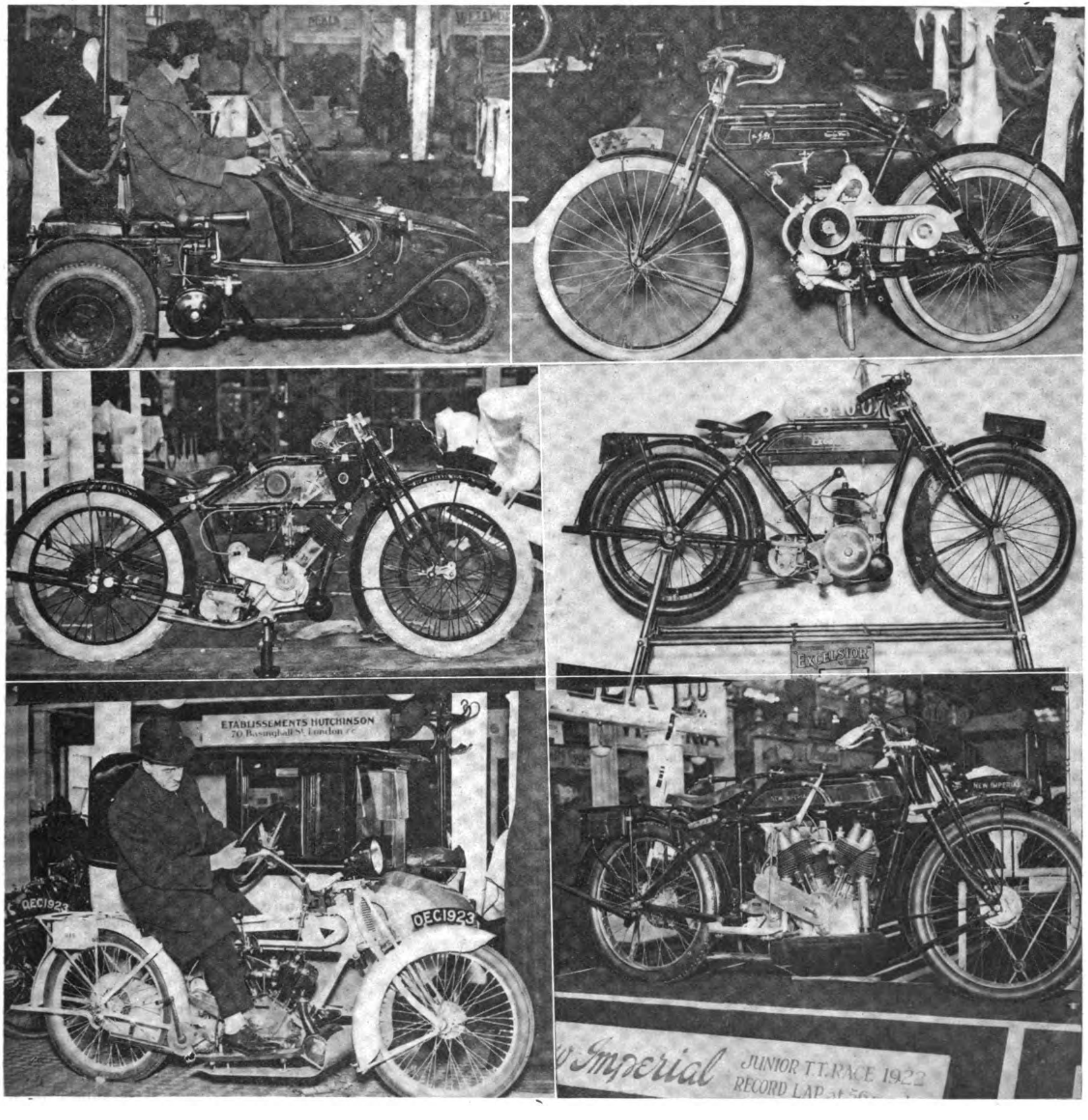
It is just another twist to the old saw, "A pleased customer is the best advertisement."

This phase of the motorcycle repairman's business has several angles which should be given the attention of every repairman who is called upon to bring wrecked motorcycles back to life again, though we hate to admit that such things as accidents DO happen to motorcycles as well as to automobiles.

In the excitement of a smash-up the rider does not always have the presence of mind to get data on the occurrence. Often he is occupied with his own injuries, or maybe he is unconscious and has no friends to look after his interests.

If the repairman called upon to haul the wreckage back home cares to go a little farther than usual with his service to his customer he can equip his repair rig with a small hand camera with which to photograph the wreckage, its position in the road, or off the road, and surrounding land

Some Machines at the British Motorcycle Show



Top; left, a new style runabout with seats for two; right, the "J. D." De Luxe, 1¼ h. p. with rim friction drive. Center, left, the P. & M., "Panther," 4½ h. p. speed sports model; right, the cheapest outfit in the show, the 1½ h. p. 2-speed (Villiers) Excelsior. Bottom; left, the O. R. C. Blackstone taxisidecar. Sidecar will carry three. Note the steering wheel; right, the "New Imperial," 8 h. p., 1,000 c. c.

marks. Frequently a little service like this of photographing provides the crux of a law suit for damages—a service that if deserved by the customer and beneficial to his interests calls forth praise for the repairman's broad service, and much advertising.

Along with the photographs, notes should be taken in the interest of the client's attorneys and probably his insurance. Measurements should be taken indicating how far the wrecked machine is from the edge of the road, how it rests, and other measurements required to determine just who is at fault and to what extent. Such notes and measurements should bear the signatures of witnesses if such are possible to obtain.

These phases of salvaging work are a matter of giving the customer just a little more service than he bargained for. The result is, other things being equal, that he will be so pleased that he will give you a lot of word-of-mouth advertising that is of immense value.

The public reasons that if a man can bring a wrecked motorcycle back into its original anatomical condition with renewed life that he is a real expert, if there are any. And if he can do such difficult work he is the man to do all repair work.

Among *the* Dealers

PORT CHESTER TAKES ON FOUR

Port Chester, N. Y.—S. Masi & Son have added the Henderson De Luxe to their line of motorcycle agencies.

NEW HOME AND NEW AGENCY

New Rochelle, N. Y.—Frank Bruno has moved his motorcycle agency into larger quarters and taken on the Henderson agency for 1923.

ZEEK TAKES ON NEW AGENCY

Morristown, N. J.—William C. Zeek, who recently moved into enlarged quarters at 65 Morris street, has taken the agency for the Henderson de Luxe in this territory.

BUCHANAN DOUBLES BUSINESS

Newark, N. J.—The W. H. Buchanan Co., Henderson dealers, report that since August 1 they have done twice the business that they did last year in the same months.

THE LAST CALL

Fort Dodge, Iowa—R. E. Dessinger, Harley-Davidson dealer, died suddenly on November 18. He was an energetic motorcycle enthusiast and well liked by everyone who knew him.

JEWELL HAS A SMOOTH MOVEMENT

Binghamton, N. Y.—B. E. Jewell is "house-hunting," but if present plans mature he will be envied as a marksman. You know, no landlords or nothin'. Oh, boy! He and "Clarkie" sure got things going good for the Indian this fall.

WORCESTER PASSES 'EM OUT

Middletown, N. Y.—"Jo" Worcester is heap busy these days—three Chiefs and a sidecar for the local police department. Has made some fine improvements in the store interior, and his two big show windows are always attractive.

POUGHKEEPSIE ON THE MAP

Poughkeepsie, N. Y.—Von der Lindens have again renewed their Indian franchise, and, from prospects in hand, they anticipate a renewed interest in motorcycling locally. Have already closed a sale for a "74" Chief and sidecar, and expect more before the New York show.

WEAVER STARTS SCOUT CLUB

Newburgh, N. Y.—H. R. Weaver, proprietor of Callwell's Motorcycle Agency, has had a good fall business, and is now planning a mail campaign. He will use the new Indian Scout Club plan. He is planning also to visit the New York show in February, and hopes to pick up some more workable ideas there.

GUILE IS FULL OF IT

Elmira, N. Y.—Lee Guile is getting the stage set for a winter of activity in sales promotion work. He has some novel ideas for dressing his windows which will be tried out soon. If it goes we will take our hats off to him because you must pay to look. Yes, sir! Drop your money in the slot, etc. He says prospects have started and he is going to keep 'em coming.

WELCOME, GEORGE!

Beacon, N. Y.—Boys, meet our old friend, George Sorenson—he of the Savannah races and Mt. Beacon hill climb. George has joined the dealer ranks again under the colors of the "Red ones," and says prospects sure look good in his vicinity. Says he will use up some more "dotted lines" soon as he gets that "74" Chief and sidecar. George has two boys who shake a "wicked wheel," just like dad did.

NEW DEALER AT PORT JERVIS, N. Y.

Port Jervis, N. Y.—A. E. Palmer, who has represented the "Red Skins" here faithfully ever since he started in business, has decided to "ease up" a little; and "young blood" will now carry on the Indian warfare. Charles Kadel is the new dealer, and any of the "Braves" wandering into his tepee will find "service with a smile." A new "74" Chief and Princess sidecar will grace his sales floor in the very near future.

SCOTT & FULKERSON GROWING

Corning, N. Y.—"Dynamite" Scott and Fulkerson, Indian dealers, have a good grip on 1923 business. They have sold several new models to date, and are getting the trade-ins dolled up for what they anticipate will be a ready market. "Dynamite" says his "Daytona-Flexi" job will also be ready in the spring. They will move into their new building in the near future.

CHANCE FOR BARGAINS

Atlantic City, N. J.—There is a chance here for some dealer to pick up about $1,800 worth of shop equipment, tools, lathe, supplies, motorcycle parts and battery service equipment for one-third list price from the stock of L. R. Willits, which has been in storage since he went out of business last spring and is now for sale at bargain prices.

THE WAY BOOTZ GETS BUSINESS

Des Moines, Iowa—Fred Bootz, the Indian dealer, has decorated his windows for the holidays. He says that his window space is the most valuable part of his store and he is going to make the most use of it. He claims that every time he changes a window display it helps business. He has four windows and uses them all to advantage. He uses one window for used machines and has never been forced to take the machine out of the window without selling it, and the longest that a machine has ever been in the window is three weeks. He always picks his best used machine. It is well shined up and is set in the window all by itself. It has a neat card giving the cash price and the term price and also the terms. It never fails to bring results. He has already sold more new machines since the first of August than he sold all last year, and he tells us that his prospects look rosier than ever before. He is just starting on a big mailing campaign and will keep this up all winter. He feels that the only way to get business is to go out after it and that is what he is doing.

MILLS BUSY, BOYS BUYING

New Bedford, Conn.—Anthony S. Lewis, Harley-Davidson dealer for New Bedford and vicinity, reports that the mills in and around New Bedford are now running at full speed, there being three shifts a day. He also states that he is surprised with the many inquiries he has received from prospects regarding the Harley-Davidson motorcycle, and he feels confident, therefore, that this year will be his biggest and most profitable.

PECK BUYS IN BRIDGEPORT AGENCY

Boston, Mass.—F. G. Coolidge, N. E. branch manager for H-D Motor Co., announces the purchase by Harold D. Peck of the interest in the Holland & Bush Co., Inc., Bridgeport, Conn., held by "Link" Holland. Mr. Holland, now with Rich Budelier in Los Angeles, and Mr. Peck were associated in Bridgeport, Mr. Peck having worked for Holland & Bush several years ago. The new firm of Peck & Bush Co., Inc., is to be congratulated on their sale of thirteen sidecar outfits—Harley-Davidsons—to the police department of Bridgeport.

CANNONBALL ALL PRIMED FOR BUSINESS

Los Angeles, Cal.—Cannonball Baker is all set for business in his new store at 934 South Hill street; has his letter-heads printed, 'neverything. Said letter-heads are sloganed as follows: "Cannonball Baker & Company, merchandisers of the ultimate, universal motor vehicle, The Neracar." "We sure got a fine reception," says Baker of himself and Neracar. "The better class of people, including the automobile folks, think the Neracar is the candy, sure. I just know we are going to sell a raft of them here. I am positive we are on the right track with the best thing that has ever been put on two wheels. No one can tell me it won't stand up."

PETERS DRIVES 'EM HOME

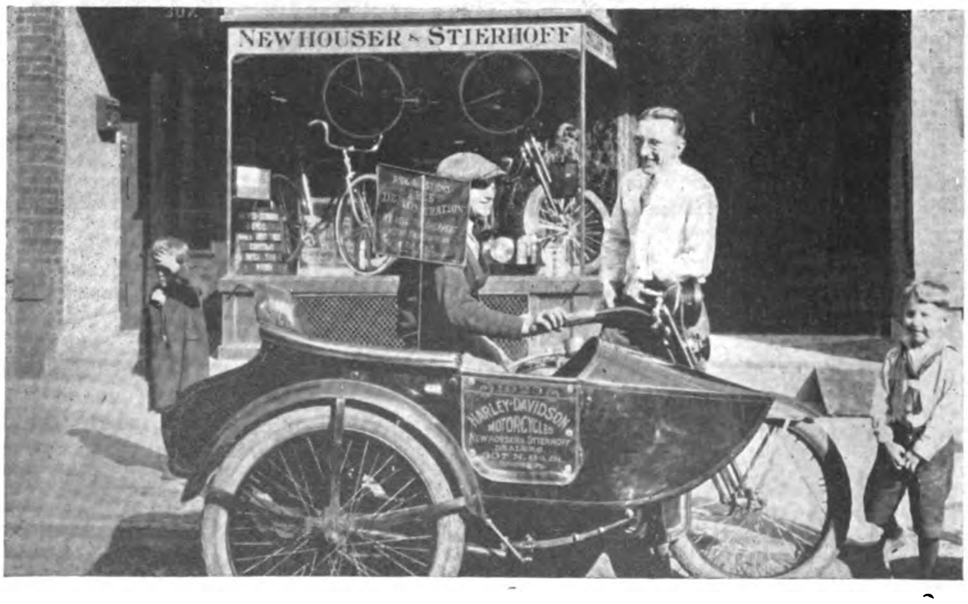
Allentown, Pa.—A. A. Peters, Ace dealer here, reports that the new Observer sidecar has quickly made a hit with the riders of this locality and sees encouraging indications of worthwhile business in connection with supplying sidecars for use with various types of machines in addition to the sale of Ace motorcycles. Mr. Peters goes down to Philadelphia quite frequently to get machines to ride back to Allentown, thus saving the loss of time and also the cost that would result from either freight or express shipment. By driving the machine rather carefully on his way back to Allentown he has it satisfactorily broken in by the time he gets back with it.

GOOD START FOR STOCKWILL

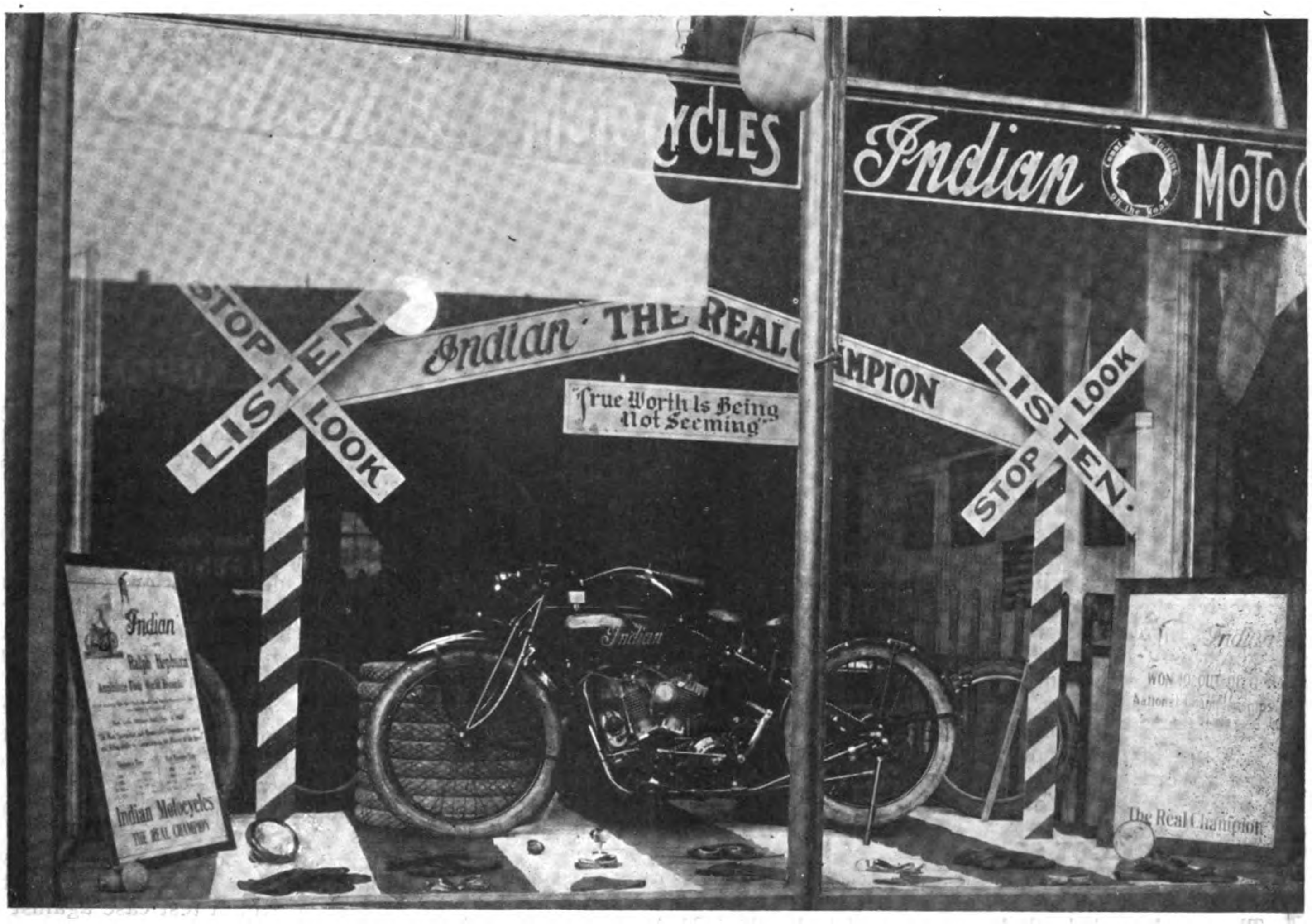
Rossville, Ill.—Ralph Stockwill of Rossville has completed arrangements to take on the sales of Harley-Davidson motorcycles for the northern end of Vermilion County, with R. E. Platt Harley-Davidson traveler for Illinois. Ralph is an enthusiastic motorcyclist, having recently purchased a 1923-74 H. D. outfit. He proceeded to show the folks at Rossville the pleasure and convenience of a two-wheeler, with the results that he will make a delivery at once and has deposits on two more complete outfits for early spring delivery. He is positive from inquiries received that there will be no less than ten of the brewster green machines in Rossville before the close of this season.

NEW BROOMS SWEEP CLEAN

Poughkeepsie, N. Y.—On the first of August the Tirk-Edgerton Company took over the Harley-Davidson agency in Poughkeepsie and Dutchess County, and to date they have sold nine new 1923 outfits, and have a club plan working by which they hope to sell at least twelve more by the first of May. They have just sold to Mr. Percival Ronk of Poughkeepsie a 74-in. outfit, Mr. Ronk having for the past eight years been a Ford owner and prior to that time the proud possessor of a 1914 Pope single. Mr. Ronk states that it has taken all he has been able to earn to keep his flivvers on the road, and he draws very interesting comparisons between the cost of upkeep between his Fords and his old Pope. The Tirk-Edgerton boys are workers, and are on the job morning, noon and night, and in view of the way motorcycling had been permitted to wane in Dutchess County for the past several years, the above sales are little short of marvelous, and are indicative of what can be done anywhere.



Newhouser and Steirhoff, Reading, Pa. Geo. Newhouser in the saddle. Freddy Steirhorf behind the smile.



Here is the way George N. Holden's Springfield, Mass., Indian agency makes its show windows bring the pedestrian to a halt.

The Dealer's Greatest Problems

WHAT are the most important problems now confronting the motorcycle dealer and how are they to be solved? Here is how one of the most progressive dealers of the country answered the question. In a recent letter to MOTORCYCLE AND BICYCLE ILLUSTRATED he says:

"The greatest problem at the present time and which has to do with the future prosperity of the industry, is the financing of time sales, which now represent 95 per cent. of the sales made; standardizing of allowances on used machines, and the financing or the arranging of credit to enable the dealer to carry suitable floor stocks.

"The day of the shoestring and mechanic dealer is now past, and this competitive age we are now entering calls for proper merchandising methods as well as proper financial arrangements, all of which can be worked out to the dealers' advantage through the mediums of the various factories they represent. The way has been clearly shown by the automotive industry, and the motorcycle industry simply has to follow in their footsteps. We can also learn much from the electrical appliance industry.

"The motorcycle is a vehicle presenting wonderful possibilities from a sales standpoint, and the greatest handicap to increased sales and prestige has been the mechanic type of dealer. On the other hand, in the dealer organization are numerous dealers of the right type who are unable to present the motorcycle to the public in the proper light, give same the representation it deserves and who can only do a limited amount of business owing to restricted finances. Their problem can be solved through the co-operation of the factories and financial arrangements made whereby they can carry on as they should.

"The Ford is not only a serious competitor of the motorcycle but is a serious competitor to every other form of transportation whether it be a bicycle or the railroads. On the other hand there is no reason why an automobile owner should not also be the owner of a motorcycle, for many times a motorcycle can be used to better advantage than an automobile. If a person owned both, we know a motorcycle would eventually pay for itself, for it offers the cheapest form of motor transportation today. An automobile is a splendid thing for a family or for parties, or in bad weather. On the other hand, for short trips such as to the golf links, to the country, to the postoffice, through the parks and for recreation a motorcycle is ideal, and on every occasion it is used in preference to an automobile, its owner can at least chalk up eights cents to a mile to its credit, for a person can travel a mile on a motorcycle for at least eight cents a mile cheaper than the most economical or cheapest automobile. Figured on this basis the motorcycle more than pays for itself in the course of a year, not considering the saving of wear and tear and depreciation on the automobile.

"Owing to the fact that no one manufacturer in the motorcycle industry is large enough financially to carry on a national campaign big enough to get the desired results, it is our belief that a co-operative advertising and merchandising campaign of the manufacturers is the method by which the motorcycle will reach the desired prestige and resultant increase of business. The great American public does not appreciate the motorcycle, and its opinion of the motorcycle is based on the roughneck and noisy element using motorcycles. We believe that through strong propaganda and publicity in preference to display advertising for a considerable period, and on a national scale, much of the prejudice against against motorcycles can be removed, and we find this prejudice to be our greatest sales resistance.

"The principle difficulty of putting such a campaign over is the heavy cost, but in our estimation the cost should be the last consideration, for only under such conditions will the motorcycle receive the favor due it, and we are sure the resultant increase in business which will be reflected through the entire industry will more than pay the expense. We know the hardest fight will be to sell the manufacturers on the future of their industry which is bound to be immensely successful if the above ideas are followed out."

HOW DON POPE GOT SOME PUBLICITY

HERE is how the Indianapolis Times acknowledged the service rendered by motorcycles in enabling it to put over a beat in furnishing its readers with the first published account of a recent football game:

"Did you buy a Times Pink containing a detailed account of the Notre Dame-Butler game as you passed through the gate of Irwin Field after seeing the game Saturday afternoon?

"If you did, you may have wondered how it was possible for the Times to give you a complete play by play report before you had time to leave the field.

"Here is the way it was done:

"A special wire connected Irwin Field with the Times composing room. As fast as a play was made an account of it was put in type.

"The game was over at twenty-three minutes and thirty seconds after 4 o'clock. At 4:24 the presses started.

"As fast as the pink papers came off the press they were loaded into the sidecars of motorcycles and the motorcycles roared their way toward Irwin Field. They were headed by Motorcycle Policeman Bushong.

"The papers arrived at the field before many persons had left the stands. They were there twenty-five minutes before the opposition paper arrived.

"The quick service to Times readers was made possible through the courtesy of Donald T. Pope, 616 E. Washington street, distributor of the Indian motorcycle, who furnished the Times with five of his latest 1923 model Big Chiefs and sidecars, fully equipped.

George A. Wenige, London, Ont., bicycle dealer, elected mayor of his city.

WENIGE MAYOR OF LONDON, ONT.

THE cycle trade in Canada was thrilled by the news that George A. Wenige, proprietor of the Bicycle & Motor Sales Company, London, Ontario, had been elected mayor of London by the substantial majority of 3,200 votes.

Mayor Wenige is the immediate past president of the Canadian Bicycle Dealers' Association and vice-president of the National Cycle Dealers Association of America.

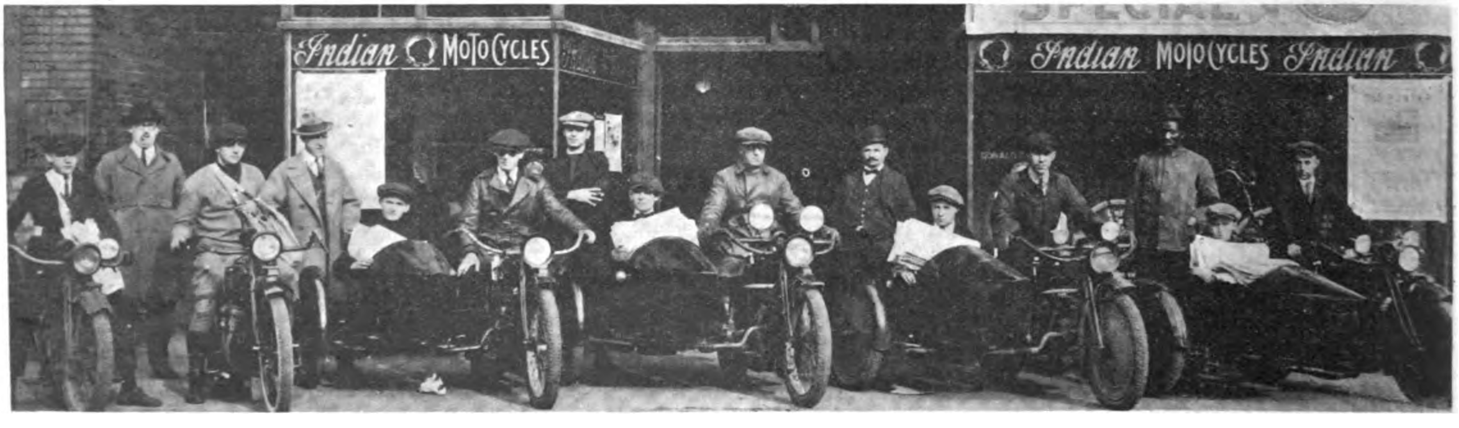
Mayor Wenige specializes in bicycle sales and service in his one large store in London. Two years ago he was an alderman of the City of London and he made a bid for the mayoralty one year ago but was defeated by a small margin in a three-cornered race. His power of determination was exemplified in his return to the political arena last month when he was successful in gaining the highest executive position in the civic administration.

Wenige gained renown during the past three or four years by advocating the scrapping of the whole London street railway system in favor of the individual use of bicycles and automobiles by citizens. He also secured the seizure of the London Electric Railway Company for alleged non-payment of levies and won a test case against the gas company interests on a question of rebate in which thousands of local householders were involved.

London is one of the largest industrial cities in Canada, having a population of 60,000. The bicycle industry therefore can boast of having a real bicycle man as the mayor of an important city.

REAL SERVICE

The following sign appears on the wall of an Indian dealer in Minnesota: "We Carry Only One Article of a Kind, the One We Consider the Best. A Full Line of Parts to Fit That Article. This Means Service."



O. L. Jolly, Bill Freeman, Fred Dyer, George Hyatt and Henry Spangter delivering Indianapolis Times sporting editions to the football fans as they leave the gridiron.

Question Box

Will Not Fit

(1)—Will the Harley-Davidson sidecar fit a 1923 Indian Chief motorcycle?

JAMES T. MAY.
Augusta, Ga.

Answer

(1)—No, unless you want to have special fittings made at considerable cost.

Rebound Devices

(1)—Where can I get a shock-absorber of the Gabriel type for my sidecar body? It is a 1919 Indian car and the springs are extremely flexible, the shackles turning over when the car is empty.

H. H. CASTLES.
Toronto, Ont.

Answer

(1)—We wish we knew where we could get Gabriel snubbers for sidecars, for we have inquiries for them from time to time. The manufacturers only made a small quantity and these were sold rapidly. As far as we have been able to learn, there are none on the market. Stevens & Co., of New York City, have a spiral spring absorber, used in pairs, for sidecars, which will cure the plunging and reversing of the shackles.

Evans Spring Fork

(1)—I am interested in an Evans motorbicycle but do not think it would be comfortable without a spring fork device. Is one fitted by the manufacturers?

LIGHTWEIGHT.
Worcester, Mass.

Answer

(1)—A spring fork can be had from the manufacturers of the Evans Powercycle; communicate with the factory. If the machine you refer to is a bicycle with a Cyclemotor in the frame, we do not think you can get a spring fork for it.

Don't Use Graphite

(1)—Is Dutch Brand flake graphite good to use for a motorcycle? I have a 1914 Excelsior, motor number 21312 and this graphite was said to be good for it.

(2)—Please tell me how to put in new bushings. I want to remove C1357 intermediate gear bushing and C1390 right crankcase bushing.

(3)—Where is Duplex Carburetor made?

ANDREW HOGLUND.
Astoria, S. D.

Answer

(1)—No flake graphite is good for a motorcycle motor. The fact that it is in flakes means that you run a risk of packing up one or more bearings with the graphite and preventing oil getting to them. In course of time, the bearings will go dry and burn out. The graphite will also clog the mechanical oiler. Use regular oil instead.

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

(2) — We unfortunately have no data on fixing up 1914 Excelsior, so advise you to write to the Excelsior Motor Mfg. & Supply Co., Chicago, Ill., attention of Mr. W. G. Paulson.

(3)—We have no record of the Duplex carburetor in the United States and doubt very much if you could get one to suit your motor.

Klaxon Horns

(1) — The Klaxon horn on my machine will not give a sufficiently loud sound to act as a warning signal and it does not seem to work well with the Exide storage battery on my machine. It almost runs the battery down at times. What is the trouble?

Buffalo, N. Y. R. S.

Answer

(1)—The trouble is no doubt in the motor of the horn. In may be dirt, worn bearings, gumminess, bad commutation, defective windings, sticking diaphragm. These horns give considerable trouble after a long usage with little care and can only be replaced. The United Motor Service, Inc., has a branch in Buffalo; apply there for Klaxon service. This firm makes the Klaxon horns and gives service on them. The motorcycle manufacturers do not pretend to repair Klaxons.

Not Legal to Ride

(1)—Can a fast 74 cu. in. twin be built to drive a motorcycle faster on the race track than the 61 cu. in. motor? If so, why is this larger motor not used in racing?

(2)—I have heard that Hepburn used a 68 cu. in. twin in making his recent dirt track records. Is this a special design of Indian or one of the new Chief motors?

(3)—Would you advise my using Mobile Heavy for my Indian? It is used by some of my friends here.

SUBSCRIBER.
Richmond, Va.

Answer

(1)—There should be no difficulty in building a 74 cu. in. to make better time on the track than a 61. However, nothing larger than a 61 twin can be used in racing, according to M. & A. T. A. rules. There would be no advantage in building the 74 for speed, as it could not be used legally on the track.

(2) — Pure bunk. Hendee never made a 68 cu. in. twin for any purpose at all. Hepburn used a 61 twin of Powerplus design. The new Chiefs are 61 and 74 cu. in., respectively. While fast, the Chief motors are not racing engines.

(3) — Nothing doing, the Mobile lubricants are not at all safe to use on motorcycles. You had better get Mobiloil B, made by a different firm from the Mobiles. Mobiloil B and A are excellent oils for your motor. The Vacuum Oil Co., makers of the Mobiloils, is endeavoring to prevent the makers of Mobiles from using that name.

Not Suitable

(1)—I have had trouble with the magneto on my Henderson—a Berling—and would like to know if I could fit a Bosch DA4 in place of it.

CHARLES GRECCHI.
Boston, Mass.

Answer

(1)—The Bosch DA4 would hardly fit in place of the Berling; it is not intended for motorcycle use. Communicate with the Excelsior factory about repairs for the Berling magneto.

Tube Is Too Large

(1)—I have been having trouble with my rear tire recently. The casing is to all appearances in fine condition, yet the tubes wrinkle in it and do not last but a few miles. I am using standard size 28x3 inner tubes.

NELS ANDERSEN.
New York, N. Y.

Answer

(1)—The inner tube is too large for the casing, which accounts for its short life. Are you sure you are not using an automobile tube instead of a motorcycle tube? See your dealer about your tires.

Try Motorcycle Parts Mfg. Co.

(1)—Please tell me where I can get parts for my Minneapolis machine, motor number NA-1125. The local dealer says that this firm has gone out of business.

W. GIBBS.
Vancouver, B. C.

Answer

(1)—Apply to the Motorcycle Parts Mfg. Co., 2036 Wabash Avenue, Chicago, Ill., U. S. A. The Minneapolis has not been made in this country since 1913; the company went out of business in that year. If you are unable to get parts, we recommend your selling the Minneapolis for what you can get and purchasing a used or new machine of a make represented in your city, or doing business in Canada now.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

AFTER the Madison Square Garden six-day race finished the riders, copping some of Dr. Coue's stuff, were singing: "Day by day, in every way, we are getting better and better."

* *

Frank Cadwell, manager of the New Bedford Cycledrome, is now in Florida. He postcards me from Orlando, Fla., saying that he was sorry to miss the annual gathering of the clans.

* * *

Claus Van Nek, the Hollander, won a 100-kilometer race at the Brussels, Belgium, indoor track on Saturday, November 25. Van Nek won with 30 points to 28 for Marcel Buysse and 24 for Louis Mottiat and A. Dewaele.

* * *

Maurice Brocco, the Frenchman, is a mighty good six-day cyclist and a mighty good family man. After he finished second in the Madison Square Garden race the following cable went out to his wife from the Garden a few minutes after the race finished: "Brocco, 95 Rue Leblanc, Paris, Bonne Course Second Bons Baisers.—Coco."

* * *

A fan from Long Island pens a few lines to find out if the Miami, Fla., track is going to run. Can't say as yet, but it might. Another fan from the same Long Island seeks information as to whether Clarence Carman has a chance to win the American paced championship. Has he a chance? Well, I should say so, so has everyone else. That's one thing a rider gets, a chance.

* * *

In a 100-kilometer team race at Ghent, Belgium, Sunday, November 26, Rene Vermandel and Charles Juseret won with Noel and Putzeis second. The two teams were a lap ahead of the field. Pete Moeskops and Marcel Buysse were third. It was at this meeting that Willie Spencer made his debut and beat Moeskops, Joe Van Bever and Alois Degraeves in a sprint race. Carman and Spencer started in the team race, but failed to get placed.

* * *

Following its choice of ten best track and ten best paced riders, published in a late issue, the Parisian sporting paper, L'Echo Sports, picks the ten best road riders. They are in alphabetical order as follows: Jean Alavoine, France; Gaetano Belloni, Italy; John Brunero, Italy; Constant Girardengo, Italy; Louis Mottiat, Belgium; Francis Pelissier, France; Henry Pelissier, France; Henry Suter, Switzerland; Phillip Thys, Belgium, and Rene Vermandel, Belgium.

* * *

Lucien Michard, the French rider who rides against amateurs or professionals as the promoters wish, met Maurice Peeters, the amateur world's champion in 1921, in a match race at the Velodrome d'Hiver, Paris, Sunday, November 26, and won in two straight heats. In a tandem-paced race called the Octave Lapize Prize, Claus Van Nek, Holland, beat Emil Aerts and Charles Deruyter, Belgians. Paul Suter, Swiss, won the paced race from Parisot, Fossier and Lavalade, all French riders.

* * *

Victor Linart, the Belgian paced rider, writes from "Over There," saying that Willie Spencer, the American champion, made a good impression on his first start in Europe, Willie beating Peter Moeskops, Alois Degraeves and others. All the Winter tracks, Paris, France, Brussels and Ghent, Belgium, are drawing well, Linart says. Linart concludes by saying that George Wiley is reported to be engaged for some races over there and with the Winter tracks active George should get plenty of work. George is now building a house up in Yonkers and is undecided whether to go over or not.

* * *

A collapsible, portable and serviceable track may be installed in Madison Square Garden cycle races conducted throughout the year. Pat Mulvey, the track builder extraordinary, cut out a section of the last track in a rather careful manner and is now studying the slants, logarithms, the proper bending and accurate fitting of angle irons and other minor details about the building of said collapsible track. It was Joe Fogler about a year or so ago that first projected the collapsible track. Joe's idea was about the same as will be used if the aforementioned track is built. It is the plan of the management of Madison Square Garden to conduct races every week starting after January 1 with team races and 24-hour races predominating.

* * *

A popularity contest for sporting celebrities was conducted by L'Auto, the Paris sporting paper. Jean Bouin, the runner, who was killed in the war, led with 37,782 votes. Georges Carpentier, Georges the Beautiful One, had second place with 13-121. Among the cycling celebrities listed were Eugene Christophe, fifth, with 4,920 votes; Gabriel Poulain, sixth, 4,697; Charles Terront, ninth, 2,520 votes; Frank Kramer, tenth, 2,512 votes; Petit-Breton, 12th, 2,201 votes; Jean Alavoine, 13th, 1,616 votes, and Octave Lapize, 14th, with 1,483 votes. Others down the list were: Henry Pelissier, George Seres, Francois Faber, Edmund Jacquelin, Constant Huret, Louis Darragon, Thorwald Ellegaard, Arthur Zimmerman, "Battling" Siki, the bad boy from Senegal, was 43d in the list, Siki having 428 boosters voting for him.

Clarence Carman, American motor-paced rider, who can skate as well as ride a bicycle.

* * *

Another six-day race has gone into the records and Alfred Goullet has his name jotted down for another win. This time he was paired by the management with Gaetano Belloni, the Italian. He came through rather easily and now Belloni can go back to Europe with a much stronger box-office standing than when he departed from Europe. The race was not a bit different than any other race of this character. The same sprints with a "jam" or two thrown in for good measure by the cyclists and the usual lap-stealing stunt were all in order. The race was made when Goullet and Belloni and Coburn and Brocco gained a lap early Wednesday morning, followed a few minutes later by the stealing of a lap by Eaton and Egg with the first two teams going with Egg and Eaton for another lap. This gave the first two teams two laps and Egg and Eaton one lap on the field. The chances of the other teams regaining their lost ground was almost hopeless as far as Goullet and Belloni and Brocco and Coburn were concerned. Eaton, however, weakened on Friday night and early Saturday and had a tough time of it for a few hours. Had the other riders carried a "jam" for any distance they might have lapped the team. Ray came back later and finished stronger than it was figured he could do. Willie Grimm and Sam Gastman, two youthful Newarkers, survived the 143 hours of riding and, while they did not score many points, they finished seventh. Both of the youngsters deserve a lot of credit. Spills were rather numerous in this race. Belloni fell during the final hour as did Harry Horan and Gastman. Horan was cut badly about the face, but gamely continued and finished the race. The riders were paid off at Madison Square Garden on Monday and most of the foreign contingent, accompanied by Orlando Piani, Frank Corry and Cecil Walker, sailed for Europe on the steamer Paris of the French line, on Wednesday. Walter Rutt and Willie Lorenz, the Germans, sailed the same day, but the Germans sailed on the steamer America for Hamburg, Germany. The riders, having done their stuff, like the gypsies, folded their tents and have gone away. The next ones will be in Brussels and Chicago. New York comes back in March and Paris will stage one in April. They book 'em like shows nowadays. The race this year was a big financial success and just about a record breaker. Late in the week the management spread a feed for the scribes. Hype Igoe said that a good meal was had by all. The menu read something like this:

THE GOL DURNED MENU

Celery Mit Olives......a la Bel——loni
Chicken Soup............a la McBeath
Creamed Oysters.......wee wee Brocco
Sirloin Steaks............a la Spiessens
French Fried Potatoes.......a la Horan
Cake and Cream..........a la Goullet

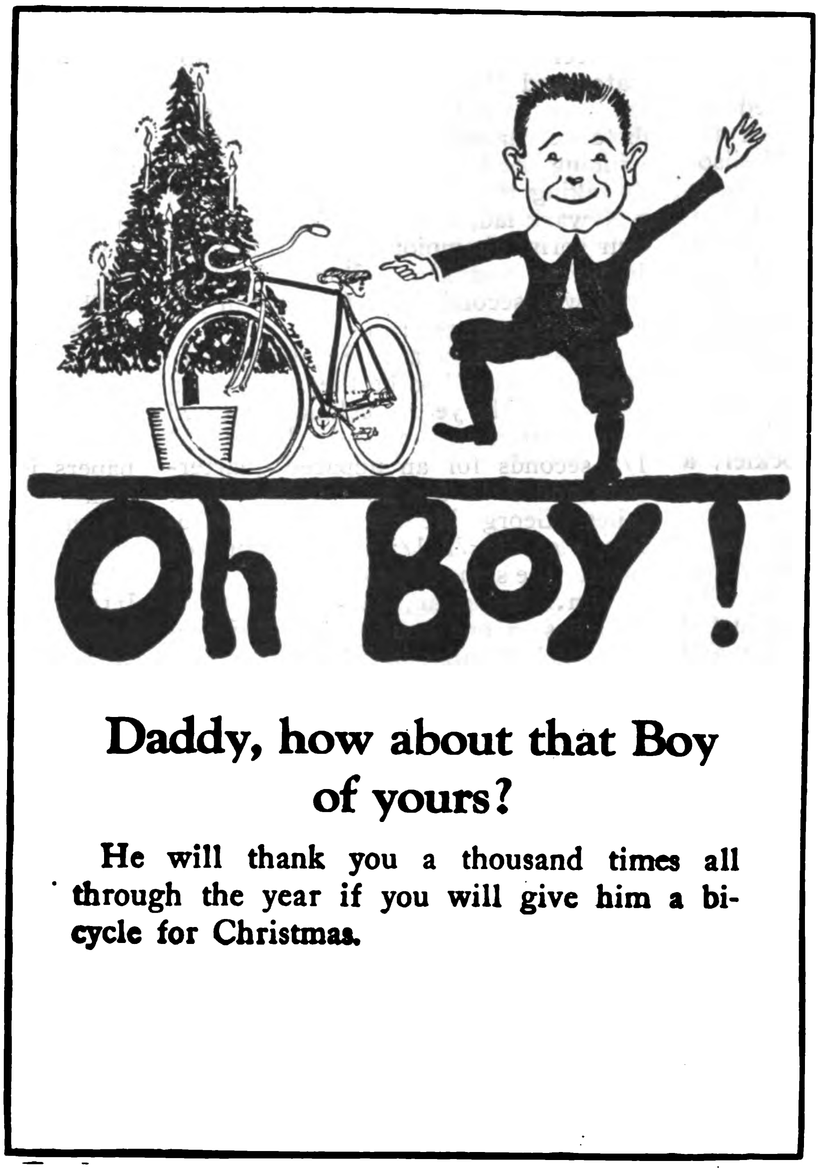
SOMETHING TO DRINK—a la "Tug" Chapman
Coffee...............a la Freddie Hill
Garcia Grand Cigars....a la Sobersides
Pall Malls

Securing Your Share of Christmas Trade

EVERY live bicycle dealer is asking himself how he can secure his share of the lucrative Christmas business. And after he does a good holiday business he should plan to secure a list of prospects for the future. Getting the business before Christmas is his first thought, but he should not overlook the opportunities of the mailing list.

A holiday-looking window display will attract the people to your store, and advertising in the daily papers will tell the people where to buy that bicycle for the boy or girl. Many dealers started Christmas clubs well in advance of Christmas and the members of the clubs will have paid enough by Christmas to take the gift home or have it delivered at the house. Dealers who do not use the club plan to sell bicycles will have to use other methods.

The Cycle Trades of America will help you in your advertising in the daily newspapers. The C. T. A. has 17 designs of cuts they furnish dealers for this purpose.



Daddy, how about that Boy of yours?

He will thank you a thousand times all through the year if you will give him a bicycle for Christmas.

The accompanying cut is design 8 of a series of new Christmas newspaper cuts in matrix form being distributed free of charge to bicycle dealers by the Cycle Trades of America, Inc., 35 Warren street, New York. There are 17 other designs in both one and two-column width and as many cuts as are wanted will be furnished. Bicycle dealers desirous of employing newspaper advertising for Christmas are urged to write to the C. T. A. at once as the time is getting short. If dealers in towns where the newspapers have no facilities for handling cuts in matrix form want stereotypes instead, the C. T. A. will gladly send them, charging cost price for each design ordered. Single column cuts are 15c each, while the charge on double-column cuts is 2c per square inch. The depth of single-column cuts varies from one to five inches and double-column from four to ten inches, and dealers are requested to indicate the size and kind of cut wanted.

At this time of the year your windows will be in keen competition with other windows in your neighborhood. At attractive window around Christmas time is a business getter. Trimming a window that has the Christmas appeal is not difficult, nor is it expensive. Holly wreaths and strings, mistletoe and the crepe paper makes a wonderful change in a window. A Santa Claus with a full pack of gifts mounted on a bicycle has an appeal to the children and the grown-ups as well. Cotton snow with the sprinkling of silver flake will give it the winter look. An appropriate background can be made with beaverboard properly decorated. Remember that a window well decorated and not too crowded appeals to the shoppers around the holidays.

The live dealer does not take things easy after he has had his Christmas rush. The live one will plan for the future and secure a live mailing list. There are numerous ways to secure such a list. Enlist the services of the school boys and girls in your neighborhood. Stage some attractive stunt around the holidays that will enable you to list future prospects.

There are numerous ways of securing names and most of them get the maximum of results. If you decorate a window that attracts the people and they visit your store it should be an easy matter to secure their names, even though they do not purchase a bicycle or make arrangements to purchase one the first time they call. Keep after them after you get the names. Persistency is said to be a jewel. Be a jeweler.

Your share of the Christmas business depends upon yourself. How and what you do is the answer. Your success depends on how you work for it. It is to the interest of the bicycle dealer to arouse lagging interest and the greatest time of the year to do that is at Christmastime. And after Christmas follow up your leads secured before the holidays.

Get as much help from the Cycle Trades of America and the manufacturers as you can. The C. T. A. and the manufacturers are willing to help you. All they desire is the request. The rest follows and the dealer will profit nicely if he uses the advertising and aids furnished by both the Cycles Trades of America and the manufacturers.

They can give you advertising material that you cannot afford to purchase yourself. They will even imprint the dealer's business card so that the advertising matter will go out as his own.

Use some newspaper space, if you can, by devoting a percentage of your profits. A percentage of your profits each year should be put out to make business for the future through advertising. By that manner the dealer will grow by day.

There are wonderful opportunities for the dealer in the Christmas trade, BUT he has to go after them and go after them with vim and a go-to-it spirit. This promises to be YOUR Christmas Mr. Dealer. Make every move count.

Cycle Racing During 1922

By Walter Bardgett

RACING cyclists were kept active during 1922. With tracks running in several Eastern cities and six-day races in New York and Chicago, the past year to the riders and the promoters alike might be said to have been a success. New York fans have in the past year satisfied their craving for outdoor racing by taking in the road races run in the Metropolitan District, or journeyed over to the Newark Velodrome, where racing was conducted twice a week.

This year they had their own track when the New York Velodrome was opened on Decoration Day. The track, a six-lap affair, located at Broadway and 225th street, ran from May 30 to late in October. The attendance at the uptown course was satisfactory and next season promises to be one of the best of any track in this section of Almost Arid America.

Keen interest of the fans in both outdoor and indoor racing was an outstanding feature of the year. Newark Velodrome, New York Velodrome, club and six-day racing were offered the cycling folks almost throughout the year. Two six-day races at Madison Square Garden drew wonderful crowds. The first one in March was won by Alfred Grenda and Reggie McNamara. The race just finished last week was accounted for by Alfred Goullet and Gaetano Belloni, the American-Italian pair. Two six-day affairs were also run in Chicago. In February, Willie Coburn and David Lands, Newarkers, won. In a race run in November Alfred Goullet and Ernest Kockler, a Chicago rider, were the victors.

There were many road races conducted throughout the country under the sanction and rulings of the Amateur Bicycle League of America. The A. B. L., as it is called, also conducted a road championship of America and over twenty State champions, who had survived the elimination trials, competed in the finals, which were held at Atlantic City in September. Carl Hambacher, a member of the Bay View Wheelmen, of Newark, N. J., and the State champion of New Jersey, won the final for the Seniors at Atlantic City. Charles Smithson, a member of the Century Road Club Association and the junior champion of the District of Columbia, scored in the Junior class.

George Chapman, of Newark, N. J., was the only champion to retain his crown during the year. Chapman, who accounted for the motor-paced championship in 1920 and 1921, won again this year. Chapman scored a total of 201 points in the table kept for that class, he being almost ten points ahead the second man. In the professional sprint class, Willie Spencer, now of Newark, won with Ray Eaton, title holder in 1919, second and Arthur Spencer, champion in 1917 and 1920, third. In the twelve races run Willie Spencer scored 35 points to 31 for Eaton and 24 for Arthur Spencer. Two races were run for the so-called middle-distance championship, Alfred Goullet winning the ten-mile and Alfred Grenda taking the 25-mile. Willie Grimm, a Newark lad, accounted for the amateur sprint championship. Grimm had 16 points and Elmer Bundt, Buffalo, who was second, had 14 points in the series of six races run.

THE YEAR'S CHAMPIONS

American

Pro. Sprint.....Willie Spencer
Am. Sprint......Willie Grimm
Pro. Paced...George Chapman
Am. Road, Sr..Carl Hambacher
Am. Road, Jr..Chas. Smithson

World's

Pro. Sprint....Peter Moeskops
Pro. Paced.Leon Vanderstuyft
Am. Sprint.Horace T. Johnson
Am. Road...........D. Marsh

Anthony Beckman, a Secaucus, N. J., amateur, proved to be the best record breaker of the year. Beckman bettered four records on the road. He did 32 1/5 seconds for an unpaced quarter-mile and 7:13 for an unpaced three miles. George Menzer, of West Hoboken, also did 32 1/5 for the unpaced quarter the same day as Beckman made his time. Beckman, in competition, did 25 miles in one hour and 39 3/5 seconds and 60 miles in 2.44.30. Monroe Nolen, Chicago, did 100 miles in competition in 4:36:30. Bertell W. King, Brooklyn, bettered the quarter-mile unpaced competitive mark by doing 29 2/5 seconds.

On the track Roy Mobeck, Chicago, clipped the one-mile competitive record to 1:55 flat, taking 3/5 seconds from the former mark. His ride was made in a lap race at the Newark track. Alfred Goullet registered the lone record for the year among the pros., Goullet establishing a mark for human-paced racing for ten miles, his time being 19:25 2/5.

Ignatius Gronkowski, a Buffalo amateur, made two flat floor records, 3/4-mile in 1:35 3/5 and 1 1/2-mile in 3:16 1/5, both being in competition.

The championships of the world were held in England and France. The amateur titular race for the sprinters at the Liverpool track and the road title on roads in the neighborhood of that city. Horace T. Johnson, England, won the amateur sprint title and D. Marsh, England, the road. The professional races were conducted in Paris. Peter Moeskops, Holland, who won the sprint crown in 1921, repeated this year. Leon Vanderstuyft, the Belgian, took the motor-paced championship.

BOOSTING THE BICYCLE

THE Cycle Trades of America Publicity Committee has arranged for the publication of a booklet chock full of bicycle enthusiasm for the average boy and girl. This booklet will be distributed by Fred St. Onge as he travels from city to city, carrying the gospel of the bicycle for health, pleasure and utility.

Another accessory which will be furnished St. Onge is a 1,000 ft. film devoted to the pleasure and utility of using bicycles. It will be built around a hero who rides a bicycle, and will emphasize the convenience, health and pleasure side of the two wheeler. The picture being filmed in California.

The committee also has plans to make the monthly bulletin more effective. Secretary H. J. McCarthy will have the assistance of a New York newspaper man in preparing it.

Closer co-operation with the trade papers is also planned, and special committee consisting of DeWitt Page, Lovell Johnson and L. N. Southmayd was appointed to confer with editor of MOTORCYCLE AND BICYCLE ILLUSTRATED as to ways and means of helping the dealer increase his business. W. C. M. Foster and H. P. Hansen will act in a similar capacity with the Chicago trade journal.

RACING IMPROVES IN CANADA

AT the annual convention of the Amateur Athletic Union of Canad at Montreal on December 8, F. A. O. Johnston of Toronto, Dominion racing board chairman of the Canadian Wheelmen's Association, reported in behalf of the Wheelmen that racing licenses had been issued to 400 riders during the past season. He also told of the revival in bicycle racing in the Manitoba and Maritime Provinces.

The alliance between the Canadian Wheelmen's Association and the A. A. U. of Canada was renewed.

ROSE HILL CYCLE CO.
831

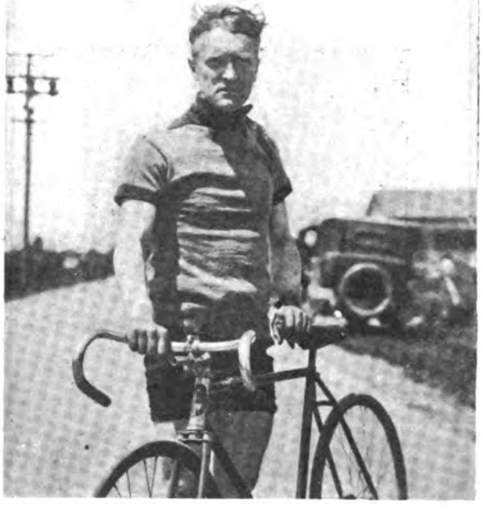
Some of the riders in the St. Onge parade at Columbus, Ga., and some of the youngsters who wish they had bicycles. Also one of the freak wheels in the parade

Bicycling *in* Columbus, Georgia

FRED ST. ONGE wound up a great week at Columbus, Ga., December 1, with a big cycling demonstration. Eight dealers who co-operated with him closed their stores to show the public they are really in the bicycle business, every one was enthusiastic over the week of cycling activity. Over 200 riders were in line in big bicycle parade with youngsters riding with old-timers. Dealers were well paid for their support as many new wheels were sold. Repair business boomed. Seven schools were visited by St. Onge by permission of the school board, and hundreds of prospects were shown to dealers who witnessed demonstrations.

Those who missed the parade on Friday afternoon missed something. About 3 o'clock more bicycles were gathered at Third Avenue and 12th Street than the oldest citizen can remember having seen before. Big wheels, little wheels, long and short wheels made up the line, and riders of all sizes waited in line to receive souvenirs consisting of books in story form on cycling, horns and pennants. Fathers and mothers were there to see their children get a place in the line. Some came with their wheels in automobiles; others walked their decorated wheels, in order to have them looking well, as the best decorated wheels were to take home some fine prizes.

Lieutenant Perry, of the city police, was on hand with several patrolmen and Motorcycle Officers Evans and Putnam stood by with their machines. At a few minutes after 3 o'clock, the riders were off in formation of two's headed by Fred St. Onge and his 36-year-old high wheel closely followed by George Davenport on another of the same vintage. Then came a tandem, built in 1895, and a great long wheel built especially for the occasion and ridden by its owner, Mr. J. L. Wright, of the Rose Hill Cycle Co. This wheel was nearly 12 feet long and attracted a lot of attention. Then came the youngsters with Eugene Latham in the lead. The little fellow is only four years old and rode along like an old-timer on his beautifully decorated wheel. His proud father was alongside with his little sister, Louise, six years old. Fifteen girl riders, all with decorated wheels, were next in line and then came the decorated wheel class with all kinds and sizes of wheels and decorations. Boy scouts in uniform, riders with comic make-ups and undecorated wheels brought up the rear of the parade. Bicycle dealers acting as lieutenants, wearing large pennants, rode alongside the paraders to keep order on the route. It sure was a great day for the kids. After covering the principal streets the riders headed for Court House Square, where they formed a circle and 1,000 people witnessed an exhibition in right and wrong cycling, together with some funny riding by Fred St. Onge. He strongly urged all riders to observe the rules of the road at all times and to refrain from holding on to moving vehicles while on their bicycles. He pointed out the benefits to be derived from cycling from a health standpoint.



"Pop" Rhodes, a real veteran. "Pop" has raced for about 25 years. He represents the New Century Wheelmen, San Francisco

Mrs. Fred St. Onge, who had just arrived from the North to take the tour with her husband and who incidentally is a great booster, selected from the spectators Mrs. W. W. Perrott, Mrs. C. E. Tyner, Mr. J. Wiesenback and C. E. Hancock, who kindly consented to act as judges with her and whose decisions met with the approval of the onlookers. Decorated wheels were numerous and first prize went to Robert Mathews; second, Ralph Douburly, and third, Mary Ingram. Neatest girl rider was Martha Gloer. Youngest girl was Louise Latham. Her father, N. E. Latham, a dealer, preferred to have an outsider take home the prize, so it went to Nell Davidson. Mr. Latham was cheered for his sportsmanship. The same thing happened in the youngest boy class. Eugene Latham, only 4 years old, was the youngest rider, and his dad had him give the preference to Bill Ingram. Oldest rider was G. W. Shaver, 46 years, mounted on a wheel that had been in use over 20 years. The neatest boy scouts were Chas. Pruett, Troop 11, and George Wade, Troop 1. First prize in the comics went to Callas B. Geiger (as Huck. Finn); second was Newell Elder in a clown make-up. Dealers co-operating were: O. D. Bunt, Clayton Motorcycle & Bicycle Co., Davenport Cycle Co., Liberty Cycle Co., L. G. McLellan, M. M. Messer, N. E. Latham and Rose Hill Cycle Co. One full page and a quarter page of advertising was used in two papers, while 107 column inches of free reading matter was given the bicycle.

Goullet and Belloni Win "Grind"

American-Italian Team Carry Away Victory in Madison Square Garden Six-Day Race—Brocco and Coburn Finish Second—Santa Claus Visits the Show

ALFRED GOULLET, the Newarker, and his partner, Gaetano Belloni, of Italy, won the six-day race that finished up at Madison Square Garden on Saturday night, December 9. Goullet and his Italian mate and Willie Coburn and Maurice Brocco, the American-French pair, were one lap ahead of the field when the final hour of sprints started and in the total sprinting for the week the Goullet-Belloni team scored a total of 487 points to 292 for Coburn and Brocco. They covered 2,457.8 miles in the 143 hours.

THE FINAL STANDING

Pos.	Team	Points	Miles
1	Goullet-Belloni	...487	2,457.8
2	Coburn-Brocco	...292	2,457.8
3	Eaton-Egg	439	2,457.7
4	Grenda-McNamara	882	2,457.6
5	Madden-Kaiser	...449	2,457.6
6	Horan-Fitzs'mons	341	2,457.6
7	Gastman-Grimm	.. 63	2,457.6

Goullet is now riding for the Canada Cycle & Motor Co., Ltd., and used a C. C. M. Special in the race. Belloni's mount was a Legnano, an Italian bicycle.

All the riders in the race rode bicycles equipped with Pye racing tires.

Ray Eaton, America, and Oscar Egg, Switzerland, finished third in the race, one lap back of the first and second teams. The Eaton and Egg team had a total of 439 points when the evening sprints were finished. Four teams were tied for fourth in distance when the final hour of sprinting started. The fourth, fifth, sixth and seventh places would be decided on the points scored by the teams.

Alfred Grenda and Reggie McNamara scored a grand total of 882 points during the week and took down fourth money. Eddie Madden and Harry Kaiser won fifth place with 449 points. Sixth place and money was accounted for by Harry Horan and Tommy Fitzsimmons. They had 341 points. The last team to finish was that of Willie Grimm, who won the amateur championship this year, and Sam Gastman, the lone Jewish rider in the race. Both boys are from Newark and while they only scored a total of 63 points for the week they both deserve heaps of praise and credit for going through.

The mileage covered by days follows:

First, 528.7 miles Leader, Madden. Record, 537.9 miles. Holders, Fogler and Hill. Made, 1914.

Second, 935.3 miles. Leader, McNamara. Record, 1,011.1 miles. Holders, Goullet and Grenda. Made, 1914.

Third, 1,328.6 miles. Leader, Brocco. Record, 1,468.5 miles. Holders, Goullet and Grenda. Made, 1914.

Fourth, 1,713.7 miles. Leader, Goullet. Record, 1,904.9 miles. Holders, Cameron and Kaiser. Made 1914.

Fifth, 2,091.6 miles. Leader, Goullet. Record, 2,349.2 miles. Holders, Moran and McNamara. Made, 1914.

Sixth (143 hours), 2,457.8 miles. Winners, Goullet and Belloni. Record, 2,625 miles. Holders, Dupuy and Egg. Made, 1916.

The race had its usual sprinting three times a day throughout the week. The sprints early in the week netted the winner six points; second, four; third, two, and fourth, one. Saturday morning and afternoon the firsts counted 12 points, the other positions remaining the same. During the final hour the firsts counted for 72 points, the other positions counting the same as they did earlier in the race.

During the final hour of the race there were 23 sprints contested. Out of the 23 Goullet accounted for four. Grenda finished first in five and McNamara was first in four. Egg and Eaton accounted for three, Egg taking two and Eaton one. Eddie Madden won in three and Coburn and Brocco accounted for three, Coburn winning two and Brocco one. Fitzsimmons won the other dash for his team. The order of finish in each of the last hour sprints follows:

1—Grenda, Belloni, Madden, Horan.
2—McNamara, Kaiser, Fitzsimmons, Gastman.
3—Egg, Belloni, Madden, Grenda.
4—Eaton, Fitzsimmons, Goullet, McNamara.
5—Madden, Horan, Grenda, Egg.
6—Grenda, Madden, Egg, Goullet.
7—McNamara, Coburn, Gastman, Eaton.
8—Coburn, Grimm, Belloni, McNamara.
9—Goullet, Horan, Grenda, Eaton.
10—Fitzsimmons, Grenda, Brocco, Madden.
11—Goullet, Madden, Brocco, Gastman.
12—Madden, McNamara, Goullet, Eaton.
13—Grenda, Eaton, Goullet, Kaiser.
14—McNamara, Madden, Horan, Egg.
15—Grenda, Goullet, Brocco, Kaiser.
16—Madden, Goullet, McNamara, Eaton.
17—Coburn, Egg, Horan, Kaiser.
18—Egg, Coburn, Belloni, Grenda.
19—Goullet, Grenda, Eaton, Kaiser.
20—McNamara, Madden, Coburn, Gastman.
21—Grenda, Goullet, Horan, Eaton.
22—Brocco, Belloni, Madden, McNamara.
23—Goullet, Grenda, Brocco, Horan.

Alfred Goullet

Shortly after one o'clock in the afternoon of the final day all teams that were over two laps back of the leaders were taken out of the race. The teams withdrawn were Gay and Gremo, Rutt and McBeath, Bello and Gaffney, Kopsky and Azzini, Taylor and Lands, Hill and Verraes and Eyckmans and Spiessens. The other seven teams that remained in the race competed in the final hour of sprinting.

A. Spectator, the bird who is most always announced as the donor of a "preme," got busy early on Saturday. Just after the last day had started Mr. Spectator offered $50 for a sprint and McBeath collected. Verraes took $20 from the same donor and Mr. Spectator was followed by Pancho Villa. The flyweight boxer's offer for a sprint was the forerunner of a good "jam." Brocco and Coburn started the wheels agoing and they were followed by Eyckmans and Spiessens. The "jam" lasted about nine minutes and when it was all over the announcer informed the crowd that the team of Kopsky and Azzini had lost a lap.

The announcement was met with mingled cheering and booing. The crowd knew and about everyone knew that Kopsky and Azzini should have had company. Why pick on the two Joes? The wireless pickups were so flagrant that some action should have been taken in view of the fact that great stress was laid on the announcement that the officials were going to penalize every team making bad pickups. If Kopsky and Azzini lost a lap the team of Gay and Gremo must have been with them, but a lap to either team meant nothing. During the "jam" Ray Eaton showed distress. Ray was having a tough time of it and his partner, Oscar Egg, carried the brunt of the work for the team. A good concerted "jam" would have been disastrous to the Egg-Eaton combo. Ray, however, recovered slowly in the remaining hours and in the last hour tried to make a getaway, but was not successful.

Christmas was not due for two weeks or so, but Santa Claus with his chinchillas shaved off arrived in the building Saturday afternoon. Santa Claus was played by Mr. Michael Delohry, a hat builder, of Danbury, Conn. Michael arrived before the Saturday afternoon sprints and his pockets bulged out with money and to show the riders and fans that his trousers were not fitted with one-way pockets, Michael offered $100 to the winner of the first sprint. Madden copped the coin. Michael missed out on the second, but he or his partner offered $100 for each of the remaining sprints. Madden won four sprints, two at $100 each; McNamara, three at $100 each; Horan, one; Egg, one, and Goullet, one. Goullet immediately gave his $100 to the Christmas fund of a local paper, Michael giving $100 with Goullet's Century Note.

Michael had a doughball and he was bent on getting rid of it. He was slipping riders, trainers, waiters and officials money right and left. He put up $200 for a sprint and Goullet copped that. The waiters got theirs in the shape of $5 and $10 tips for buying Mike a pack of cigarets while the financial reward for purchasing a hot dog was $5. He was the livest live one that had ever eased his way into the Garden. He offered $100 to Walter Rutt, but Rutt refused to accept it, but said he would take that amount for the needy children of Germany and Michael gave the hundred.

He dined Rutt after the afternoon sprints and when he came back to the race the Danbury hat architect started in where he left off in the afternoon. Each time the announcer said: "One hundred dollars for a one-mile sprint donated by Mike Delohry," Mike got a big hand. Michael was certainly the life of the party. No one but Mike himself knows what he gave away, but his total for actual "premes" was about $3,000. He certainly was a Good Samaritan.

Almost $5,000 in "preme" money was handed out during the six-day race. Grenda and McNamara won $985. Grenda took $535 and Mac $450. Madden and Kaiser annexed $780, Madden taking $750 and Kaiser $30.

Gaetano Belloni.

Horan copped $427.50 and Fitzsimmons, $77.50, a total of $505. McBeath gathered in $380 and Rutt $25; Hill and Verraes, $375, Hill getting $110 of that amount and Verraes $265. Goullet and Belloni won $375, all but $25 being won by Goullet, $100 of Goullet's amount being donated to charity. Egg won $170; Eaton, $200; Gaffney, $210; Bello, $155; Taylor, $160; Lands, $160; Grimm, $50; Gastman, $45; Coburn, $90; Azzini, $35; Kopsky, $20; Markey, $10; Spiessens, $12.50; Eyckmans, $42.50. Coburn won two trunks for he and Brocco and Bello and Gaffney will split a ton of coal, Bello winning the black diamonds.

The results of the Saturday morning and Saturday afternoon sprints follow:

2:30 A. M.

Sprints
1—McBeath, McNamara, Hill, Madden.
2—Bello, Horan, Eyckmans, Kaiser.
3—Gaffney, McBeath, Hill, Lands.
4—Bello, Horan, Azzini, Eyckmans.
5—Hill, McBeath, Gastman, Kopsky.
6—Bello, Horan, Rutt, Grenda.
7—Hill, McBeath, Gaffney, Coburn.
8—Horan, Bello, Rutt, Taylor.
9—McNamara, Madden, Fitzzimmons, Goullet.
10—Bello, Horan, Eyckmans, Verraes.

Standing of the first seven teams following the Saturday morning sprints: Goullet-Belloni, 144; Brocco-Coburn, 51; one lap, Egg-Eaton, 182; two laps, Horan-Fitzsimmons, 224; Grenda-McNamara, 151; Madden-Kaiser, 142; Grimm-Gastman, 52.

The other teams in the race and their standing after the Saturday morning sprints were as follows: Three laps back, Hill-Verraes, 329; Bello-Gaffney, 279; Rutt-McBeath, 217; Taylor-Lands, 133; Spiessens-Eyckmans, 82; four laps back, Azzini-Kopsky, 94; six laps back, Gay-Gremo, 27.

3 P. M.

Sprint
1—Madden, Grenda, Fitzsimmons, Eaton.
2—McNamara, Horan, Kaiser, Coburn.
3—Madden, Goullet, Fitzsimmons, Eaton.
4—Horan, McNamara, Coburn, Kaiser.
5—Madden, Grenda, Goullet, Eaton.
6—McNamara, Kaiser, Coburn, Egg.
7—Madden, Eaton, Goullet, Fitzsimmons.
8—Egg, McNamara, Horan, Gastman.
9—Goullet, Grenda, Brocco, Madden.
10—McNamara, Kaiser, Egg, Gastman.

Standing of the surviving teams following the Saturday afternoon sprints: Goullet-Belloni, 164; Brocco-Coburn, 58; one lap, Egg-Eaton, 204; two laps, Horan-Fitzsimmons, 247; Grenda-McNamara, 20; Madden-Kaiser, 202; Grimm-Gastman, 54.

MORE TEAMS LOSE GROUND

FOUR teams were shuffled from the third division to a lower status during the evening sprints on Wednesday, while Gay and Gremo were sent back for a fall of another lap, but a lap means little to them. The four teams that were shunted back were the Taylor-Lands, Spiessens-Eyckmans, Hill-Verraes and Bello-Gaffney. Harry Horan started the fireworks and the "jam" lasted about 15 minutes with the Kopsky-Azzini team going with the majority of teams, putting them on even terms with the four teams that lost a lap in the "jam."

During the wild riding the pickups were bad and that fact practically led to the lapping of the teams. Bello and Gaffney made a very bad pickup and they were penalized for it. From that time to the finish of the sprints there was little doing. After the sprints terminated a few premes were offered.

A "preme" that got a big laugh was the offer of a ton of coal by a Newark coal company. The Log Book had this entry: "Special prize of 1 big ton of nut coal by Eiseman Coal Company, of Newark. Won by Bello." One BIG ton of nut coal WAS good. The company was taking no chance of getting bawled out by a rider for slipping the winner a short ton, nor could they be charged with profiteering.

The riders had covered 1,328.6 miles with Brocco leading at the finish of the third day, or 72 hours. The record is 1,468.5 miles and was made by Goullet and Grenda in 1914. The first set of sprints were published in last week's issue. The second and third sprints on Wednesday follow:

3 P. M.

Sprint
1—McBeath, Fitzsimmons, Egg, Goullet.
2—Azzini, Belloni, Rutt, Gaffney.
3—McBeath, Fitzsimmons, Bello, Kopsky.
4—Hill, Azzini, Rutt, Madden.
5—McBeath, Verraes, Bello, Kopsky.
6—Rutt, Gaffney, McNamara, Madden.
7—Grenda, Kaiser, Taylor, Fitzsimmons.
8—Rutt, Gaffney, Hill, Horan.
9—Bello, Egg, Verraes, Taylor.
10—McNamara, Horan, Madden, Gaffney.

9 P. M.

1—Bello, Madden, Eaton, Taylor.
2—Goullet, Coburn, Lands, Gastman.
3—Bello, Kopsky, Fitzsimmons, Gay.

4—Gaffney, Hill, Lands, McBeath.
5—McNamara, Madden, Taylor, Grimm.
6—McBeath, Gaffney, Hill, Horan.
7—Belloni, McNamara, Madden, Taylor.
8—McBeath, Lands, Gaffney, Hill.
9—Brocco, Grimm, Egg, Horan.
10—Spiessens, Egg, Fitzsimmons, Lands.

The standing following the above sprints follows: Goullet-Belloni, 125; Brocco-Coburn, 44; one lap, Egg-Eaton, 159; two laps, Hill-Verraes, 120; Horan-Fitzsimmons, 88; Grenda-McNamara, 69; Taylor-Lands, 65; Madden-Kaiser, 62; Grimm-Gastman, 21; three laps, McBeath-Rutt, 123; Spiessens-Eyckmans, 54; Kopsky-Azzini, 53; four laps, Gay-Gremo, 19.

"PREMES" START A "JAM"

THURSDAY morning started out well for the anklers. Pancho Villa, the Philippine flyweight champion, unbuckled his bank roll, peeled off $50 and gave it to the riders to sprint for in two $25 lots. The two "Macs," Namara and Beath, won the coin. Long Island hotel keepers must have had a lucrative season. Hotel barons from Long Beach dished out $60 in 20-simoleon lots. Then along came Andy Thomas, an exponent of boxing, Andy being followed by Jim Barton, the actor-six-day fan.

The last "preme" ignited Eyckmans and Spiessens and they dashed away in great shape at 2:05 a. m. The remaining riders in the race seemed to be on the track at once. After eight minutes of slashing and dashing there was no change in the field. Love's labor lost, as it were.

There was not much doing in the slashing and dashing line from that time on until the afternoon sprints with the exception of Jojo, who blew in with his BAH and band, the latter said to be called the Memphis Jazzers. They were and they entertained the crowd that stopped in the building.

After the fifth sprint of the evening Lands jumped away and started what proved to be a good mixup. The track was full of riders and the pickups in the wild riding that followed were very much on the radio brand. Most everyone pulled a wireless anywheres from a few yards to much more than that. After the sixth sprint Eyckmans jumped away and started a "jam" that netted them a lap. There may have been wireless pickups in the first, but in the sprint started by Eyckmans there were beauts. Brocco was dropped off and Coburn never waited for him, but hopped into the field and went along. Kaiser never waited for Madden, Grenda got in a hurry and did not wait for McNamara. Goullet and Madden went with the leaders regardless of where their partners were. But there would be no space to list them all. All but Eyckmans and Spiessens forgot they had a partner in the race. Goullet and Belloni pulled a half-lap pickup that was just about entitled to the iron hat. Lands went away at the 7th sprint, but there was no damage done.

Goullet and Belloni led the field with 134 points at the finish of the Thursday night sprints. Brocco and Coburn were second with 45. Egg and Eaton, one lap back, were third with 161.

At 11 o'clock Azzini jumped away and as Madden and Goullet were chasing him the inside pedal on Madden's bicycle struck the track and he fell. Goullet struck him head on and went down also, but neither rider was injured. The day's sprints finished as follows:

2:30 A. M.

Sprints
1—Grenda, Kopsky, Hill, Madden.
2—Bello, McNamara, Kaiser, Verraes.
3—Madden, Fitzsimmons, Hill, Gaffney.
4—Verraes, Lands, McNamara, Kaiser.
5—Hill, Fitzsimmons, Gastman, Egg.
6—Verraes, McNamara, Gastman, Egg.
7—Hill, Madden, Taylor, Fitzsimmons.
8—Verraes, Kaiser, Bello, McNamara.
9—Hill, Taylor, Fitzsimmons, Gastman.
10—Horan, Bello, McNamara, McBeath.

3 P. M.

1—Hill, Bello, McBeath, Horan.
2—Verraes, Taylor, McNamara, Madden.
3—McBeath, Horan, Hill, Lands.
4—Verraes, Taylor, McNamara, Madden.
5—Grenda, Hill, Kaiser, Lands.
6—Verraes, McNamara, Madden, Taylor.
7—Hill, Bello, McBeath, Lands.
8—McNamara, Madden, Grimm, Fitzsimmons.
9—Hill, Lands, Bello, Belloni.
10—Madden, McNamara, Taylor, Gaffney.

9 P. M.

1—Azzini, Belloni, Lands, Verraes.
2—McBeath, Gaffney, Kaiser, Taylor.
3—Madden, Rutt, Bello, Verraes.
4—Kaiser, McBeath, Gaffney, Taylor.
5—Verraes, Grimm, Madden, Lands.
6—McBeath, Kaiser, Eyckmans, Kopsky.
7—Eyckmans, McNamara, Horan, Brocco, Lands. Eyckmans won sprint when he and Spiessens gained their lap, but judges failed to place him.
8—Verraes, Goullet, Kopsky, Spiessens.
9—Rutt, Gay, Lands, Hill.
10—McBeath, Horan, Bello, Taylor.

A LIVE ONE BLOWS IN

MR. SMITH, of the w. k. Smith family, started the Friday's doings by offering a $50 note for a one-mile sprint shortly after the boys had rolled into the fifth day. David Lands copped the fifty. From that time to the start of the early morning sprints there was no "sugar" doled out. The morning sprints over, the crowd sat back awaiting developments. The riders were waiting for the vacuum process to be applied to the crowd and a chance to ride on the flat.

Along about six o'clock in the morning the familiar announcement was made about the expiration of the tickets, the crowd had made their way out of the building and the riders had set themselves for a few hours of ease. A good samaritan in the person of Cornelius Fellows came up to the gate and wanted to get in. The ticket taker said that he could not get in, but Cornelius demanded admittance and his demands were satisfied. Cornelius also demanded action and he offered $100 for a sprint. He got the sprint and Horan the hundred. He put up fifty more and Eaton won that. Another fifty was offered and Grenda took the money. Cornelius had ten left and he put that up and got value received as it was the best sprint of the lot. Having satisfied his desires for action and aided the riders to combat the high cost of living Cornelius made his way out of the Garden and it is said that he was 85 cents strong when he departed. Barnum was right, but his quota was low.

No change was made in the relative standing of the teams during the day. "The Plodders" might be the title of the show on the fifth day as that is what the riders did, excepting when they were competing in the sprints and a "jam" or two. The results of the day's sprints follow:

2:30 A. M.

Sprint
1—Horan, Bello, Grimm, Hill.
2—Eyckmans, Lands, Eaton, Brocco.
3—Horan, Bello, McBeath, Egg.
4—Fitzsimmons, Gaffney, McNamara, Kaiser.
5—Bello, Horan, Goullet, Hill.
6—Rutt, Fitzsimmons, Lands, Verraes.
7—Bello, Horan, Hill, Taylor.
8—Rutt, Fitzsimmons, Eyckmans, Gastman.
9—Bello, Hill, Horan, Grenda.
10—Verraes, Fitzsimmons, Lands, Gastman.

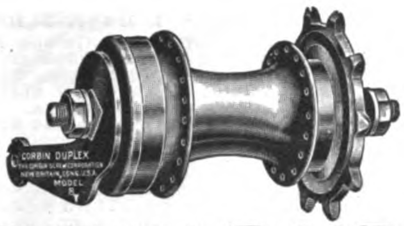
3 P. M.

1—Azzini, Hill, McBeath, Kaiser.
2—Verraes, Horan, Taylor, McNamara.
3—Hill, Lands, Kaiser, Grenda.
4—Verraes, Horan, Gaffney, Egg.
5—Hill, Bello, Lands, Grenda.
6—Verraes, Horan, Taylor, McNamara.
7—Fitzsimmons, Gay, Hill, Lands.
8—Grimm, Egg, Kopsky, Gaffney.
9—Goullet, Azzini, McBeath, Hill.
10—Horan, Egg, Grimm, McNamara.

9 P. M.

1—Azzini, Gaffney, Verraes, Egg.
2—Verraes, McNamara, Madden, McBeath.
3—Horan, Kaiser, Gaffney, Azzini.
4—Gastman, Eaton, Fitzsimmons, Kopsky.
5—Verraes, Azzini, Horan, Spiessens.
6—Eyckmans, Taylor, Hill, Kopsky.
7—Verraes, Lands, Kaiser, Brocco.
8—Madden, McNamara, Hill, Fitzsimmons.
9—Verraes, Egg, Grimm, Lands.
10—Eyckmans, McBeath, Coburn, Goullet.

Standing following the Friday evening sprints: Goullet-Belloni, 143; Brocco-Coburn, 50; one lap, Egg and Eaton, 182; two laps, Horan-Fitzsimmons, 194; Madden-Kaiser, 136; Grenda-McNamara, 134; Gastman-Grimm, 50; three laps, Hill-Verraes, 300; Bello-Gaffney, 213; Rutt-McBeath, 189; Taylor-Lands, 131; Spiessens-Eyckmans, 78; six laps, Gay-Gremo, 27.



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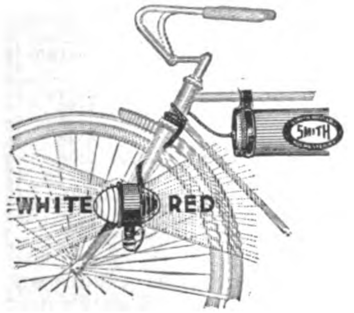

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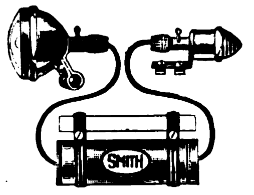

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MASONS CONDUCT BROOKLYN MEET

Brooklyn, N. Y.—An attractive program of flat-floor races was held at the 13th Regiment Armory Saturday evening, December 9, by the Masons of Brooklyn, and a crowd of 4,000 turned out for the sport. The meet was staged for the benefit of the vacation camp for the kiddies in the home at Utica, N. Y. Only one athletic race was held, that being the Masonic Derby, a 500-yard run, Sidney Leslie, N. Y. A. C., winning from Cliff Brundage, Morningside A. C., and Mike Devanney, Millrose, A. A. The time was one minute flat.

The bicycle events on the program were a one-mile indoor A. B. L. of A. championship, junior Australian pursuit race, miss-and-out race, and a ten-mile team race.

The one-mile championship was ridden in six heats, with one rider in each heat qualifying for the final. The field for the final was as follows: Harry Aron, E. C. W.; Walter Caldwell, C. R. C. Association; William Wherry, E. C. W.; J. Caldwell, C. R. C. Association; H. Lightfine, E. C. W., and A. Atterdi, U. S. I. In the first heat J. Fried took a header, carrying B. Marquard over into the boxes. He received the usual cuts and bruises, as well as a broken wheel. In the final J. Caldwell and H. Aron went down, leaving but four riders to fight it out for the championship; and in one of the closest finishes yet seen on the flat floor Anthony Atterdi won, finishing but a scant inch ahead of William Wherry and Harold Lightfine, they finishing in that order. Time, 2:34.

The junior invitation pursuit race between Charles Gavin, Jr., the New York Junior State Champion; Henry Fried, Brooklyn, and Marcel Can, France, proved to be the most exciting event on the program. The youngsters were given their marks on the 220 lap. Gavin was on scratch; Fried, 73 yards, and Can, 146 yards. After going a mile Fried caught up to Can, and, try as he might, the little Frenchman held his rival off with every attempt he made to go by, this in true cycle-riding fashion by hugging the pole and not swinging wide as some of the big pros are wont to do when defeat is at hand. The little Frenchman outgamed his nearest rider for fully a mile and several laps, when Charles Gavin, who had been plugging along at a steady pace, catching up to his men in their tireless battle, came by with a rush to win after traveling a distance of two miles and 885 yards. Marcel Can was placed second and Fried third. Time, 6:48 1/5. It sure was one of the gamest races yet staged on the flat floor for youngsters, and outrivaled anything some of the amateurs are capable of doing. It was a treat to see this race!

In the miss-and-out event, after a series of spills, bad switching, etc., J. Haggerty, of the U. S. I., was declared the winner over J. Schliesman, Acme Wheelmen, and Charles Winters, C. R. C. of A. Distance covered, 1½ miles. Time, 3:49.

The ten-mile team race brought out a field of ten teams to struggle for points in the sprints, which were staged at the 2, 4, 6, 8, 9 and 10 mile marks. Scoring was on a basis of five points 1st; 3 points, 2d; 2 points, 3d; and 1 point for fourth. At the tenth mile and last sprint points counted double.

The first sprint went to William Wherry, followed by H. Lightfine, A. Valenti and Walter Caldwell. At the fourth mile sprint A. Atterdi showed the way, being followed by H. Lightfine, J. Caldwell and I. Markow. The sixth mile sprint saw William Wherry leading H. Aron, W. Caldwell and H. Hoglander over the tape. The eighth mile sprint found Atterdi over the tape first, with B. Marquard second, H. Hoglander third and J. Caldwell fourth. The ninth mile, the real thriller of all sprints, saw Valenti come through over H. Aron, W. Wherry and I. Markow. In the final sprint to the tape A. Atterdi outgamed his rivals after a hard four-lap sprint by finishing in front, he being followed by H. Lightfine, H. Hoglander and B. Marquard. Point score of team race:

	Miles						
	2	4	6	8	9	10	Pts.
A. Atterdi, U. S. I. . .		5		5		10	
W. Wherry, E. C. W. .	5		5		2		32
H. Lightfine, E. C. W. . .	3	3				6	
H. Aron, E. C. W. . . .			3		3		18
B. Marquard, C. R. C. A				3		2	
A. Valenti, U. S. I.	2				5		12
H. Hoglander, C.R.C.A.			1	2		4	
I. Markow, E. C. W. .		1			1		9

Lap Prize Winners: Atterdi and Wherry. Time, 28:33 1/5.

BUFFALO, N. Y., HAS INDOOR MEET

Buffalo, N. Y.—A fine meet was held at the 174th Regiment Armory on Saturday night, December 9. The thrilling pedal work of Carl Smith, of the Semper Fidelis Club, also took down a large share of the evening's glory. The popular East Side rider took first place in the five-mile invitation and finished second in the one-mile lap race. Staying away in the rear of the field in the invitation event, and thereby conserving his strength, Smith uncorked a blistering sprint in the final quarter mile and flashed by the finish line with loads of room to spare. Seligman placed a pretty second, leading the remainder of the field by one-eighth of a lap.

Honors in the lap race for the city championship fell to Elmer Bundt, of the Sahlens, who nosed out Smith at the tape in a blanket finish which brought down the packed house. "Allie" Wahl, of the Schiller Park A. C., finished a strong third, and was closing in great shape.

Summaries:

One-Mile Lap Race—Won by Elmer F. Bundt, Sahlens A. C., 35 points; second, Carl Smith, Semper Fidelis, 25; third, A. E. Wahl, Schiller Park A. C., 21. Time, 2:10 1/5.

Five-Mile Invitation—Won by Carl Smith, Semper Fidelis; second, Fred Seligman, 24th Ward Club; third, Al Miller, Half Century Club; fourth, W. H. Shoemaker. Time, 11:56 1/5. Half-mile prizes—Seligman (2), Muth, Gronkowski (2), Miller (2), Shoemaker (2), Smith.

One-Mile Handicap—Won by L. H. Ciaciuch, Hoboken A. C., 35 yards; second, W. J. Fraser, Semper Fidelis, 50 yards; third, C. M. Hann, unattached, 665 yards. Time, 2:05 3/5.

WEATHER NO HINDRANCE TO RIDERS

New York City—With a snowstorm threatening to stop them all morning the Century Road Club Association, New York Division, conducted its weekly "cork races" over the Grand Concourse, starting at 161st street at 9:10 a. m., Sunday, December 10, with but a few entries. Because of the inclement weather the Three-Mile Class B Handicap Race and the pleasure run were called off.

As only a few riders turned out all the men agreed to start from scratch in the five-mile race. For the first half of the course the riders took things easy, but shortly after the turn was made Harry Haller started a wild jam, in which he soon opened a gap of nearly 100 yards. By alternating the pace John Viara and Harry Curley brought the field up to Haller after a chase of ¾ mile. Viara then took a turn at the sprinting, and shot into the lead, and for another ½ mile Haller and William Canfield had to do the pulling to bring the field on even terms.

Viara, however, held the lead until 50 yards from home, when a wild dash for the tape ensued. Jackie Silver just managed to push his wheel across the tape in front of Harry Haller, with John Viara third, Harry Curley fourth and William Canfield fifth. Eddie Umgetler captured the One-Mile Class A sprint, with Harry Curley second, Jackie Silver third, Harry Haller fourth and L. Grace fifth. The winners of the neatness contest are as follows: 1, Harry Wagner; 2, Jackie Silver; 3, Charles Gavin, Jr.; 4, E. Umgetler.

Edward Perry, Who Cycled from Jersey City to Seattle, Covering 3,978 Miles in Two Months

U. S. I. HAVE TURKEY RUN

New York City—Unione Sportiva Italiana held their regular Thanksgiving Turkey Race on the Grand Concourse Thursday morning, November 30, and the first three riders to finished received turkeys. Tommy Azzollina and Jack Visco were the stellar performers, Azzollina riding the entire distance himself and, with his 5 minute and 30 second handicap, won easily. Jack Visco jumped away from the field about two miles to go and finished second. Third prize was taken by O. DeCresenzo from 4 minutes and 30 seconds mark. No. 6 was picked out of a hat for the mystery prize, and "Spots" Eisele was the lucky one. The following eleven riders finished from a field of twenty starters. The riders covered 17 miles:

Pos.	Rider.	Hdcp.	Time.
1.	T. Azzollina...........	5:30	49:30
2.	Jack Visco............	1:00	45:30
3.	O. DeCresenzo.........	4:30	49:00 1-5
4.	A. Quarello...........	4:30	49:00 2-5
5.	J. Haggerty...........	2:00	47:45
6.	"Spots" Eisele........	Scr.	45:00
7.	A. Benazzato..........	Scr.	45:00 1-5
8.	J. Stabile............	3:00	48:00 2-5
9.	J. Becker	1:00	46:00 3-5
10.	D. Costello...........	Scr.	45:00 4-5
11.	J. Gallagher....	2:00	48:00

The weekly club races were held on the Grand Concourse Sunday morning, December 3. The eight-mile cork race was won by John Haggerty, who had an allowance of 1 minute and 45 seconds. He was followed by Azzollina (2:30), A. Quarello (1:45), J. Sicilina (2:00), O. DeCresenzo (2:00), P. Broglio (2:30) and Andy Pavera (1:30). The points for fast time were taken by Jack Visco (scratch), John Becker (scratch) and Andy Pavera (1:30), in that order. Visco's time was 21:10. "Spots" Eisele, who also started from scratch, was put out of the running when he fell about 200 yards from the finish.

The Class B one-mile race was an easy victory for Jack Visco. J. Haggerty was second, T. Azzollina, third, and J. Sicilina, fourth. The Class B, Jr., mile event proved to be the most interesting race run, when Gallagher and L. Broglio finished a dead heat, making it necessary to run a match race between the two, with Gallagher winning. Pete Broglio finished third and A. Quarello, fourth.

The cold weather showed on the attendance of riders for the weekly races held by the Unione Sportiva Italiana on the Grand Concourse, Sunday morning, December 10, when only 15 riders were on hand for the three races contested. Andy Pavera, from one minute and thirty seconds' handicap, was the winner of the 8½-mile "cork" race in a spirited finish from J. Gallagher, who also started from the 1:30 mark. "Spots" Eisele, from scratch, finished in sixth place and made the fastest time. His time was 21:20.

Jack Visco, who looks like the best of the Class B riders, was the victor in the one-mile race for that class. Siciliana Stabile and Haggerty finished in that order for second, third and fourth places. The Class B, Jr., one-mile race was taken by L. Broglio in a close finish from J. Gallagher. J. Borghi finished third and August Quarello fourth. Order of finish and time made in "cork" race:

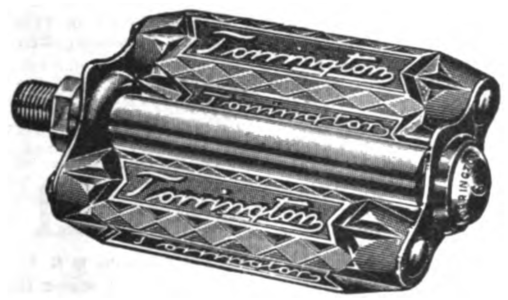
Pos.	Riders.	Hdcp.	Time.
1	Andy Pavera	1:30	22:30
2	J. Gallagher	1:30	22:30 1/5
3	J. Siciliana	1:45	22:45 2/5
4	O. DeCresenzo	2:00	23:00 3/5
5	J. Borghi	2:00	23:00 4/5
	Fast Time Points		
1	"Spots" Eisele	Scr.	21:20
2	Jack Visco	Scr.	21:20 1/5
3	John Haggerty	:45	22:05 2/5

CYCLING GETS A COLUMN

Ottawa, Ont.—In a special historical section of the Ottawa Citizen, a daily, on December 9, more than a column is devoted to a review of the activities of the Ottawa Bicycle Club from the time that it was organized in August, 1882. The article was written by Dr. Mark G. McElhinney, a prominent local dentist, who was one of the club's officers for many years. He related various phases of the club's growth and drew attention to the friendships which were formed through cycling. He wrote:

"To-day there are generals and colonels, professors, big merchants and financiers. There are Members of Parliament, senators, judges and all sorts of great and near great. To us, they are Bill, Dave, Mac, Sam, Jack, Joe and Dan—the best who ever lived, and we know, better than any others, that they deserve their success. There was a wide freemasonry in wheeling, and the reason why many of our best citizens call each other by their first names lies in membership in the old Ottawa Bicycle Club." The club is still very active, having staged many races and runs during the past season.

No. 6 Torrington



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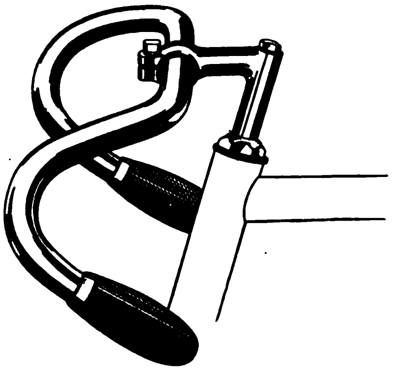

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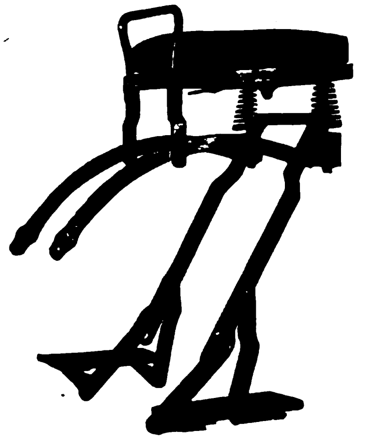

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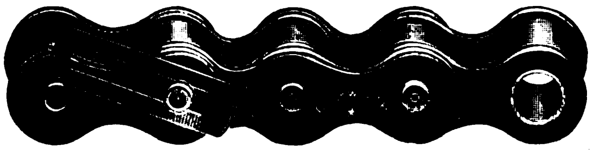

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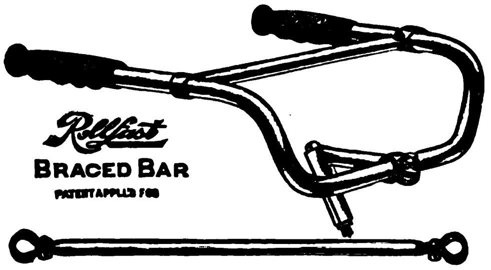

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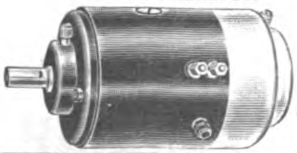

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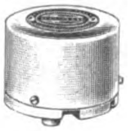

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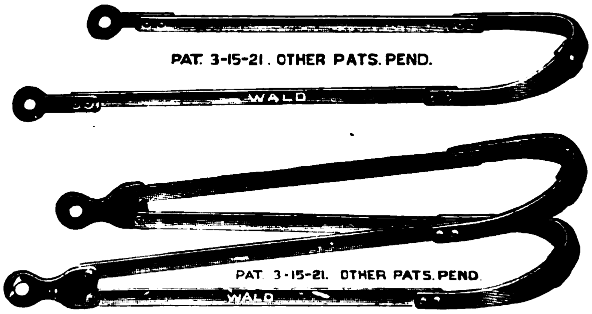
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Motorcycle and Bicycle Illustrated

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If you feel qualified to fill such a position, write us at once giving full details concerning your experience and ability.

We are continually called upon by our dealers to put them in touch with young men who could qualify as salesmen or who would be capable of taking charge of repair shops, and if you are looking for an opportunity to better yourself, where advancement is certain, if you have the proper qualifications, it would be well for you to communicate with us.

Mail the Coupon Now!

COUPON

HENDEE MANUFACTURING COMPANY,
Dept. I, Springfield, Mass.

Name ....
Street ....
Town ....
Present Occupation ....
Age ....

HENDEE MANUFACTURING CO.

Largest Motorcycle Manufacturer in the World

SPRINGFIELD, MASS.

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Vol. 18 *December 21, 1922* *No. 51*

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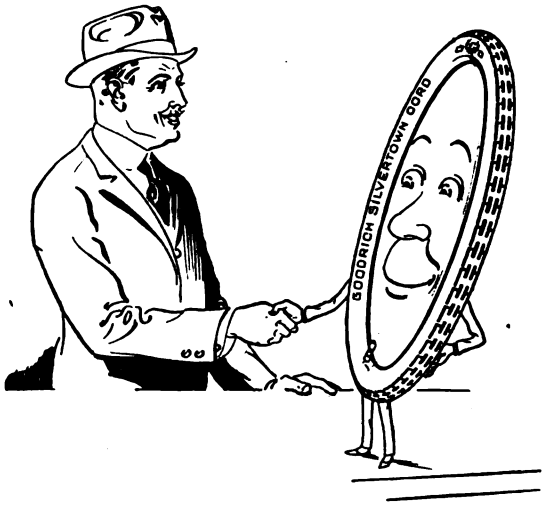

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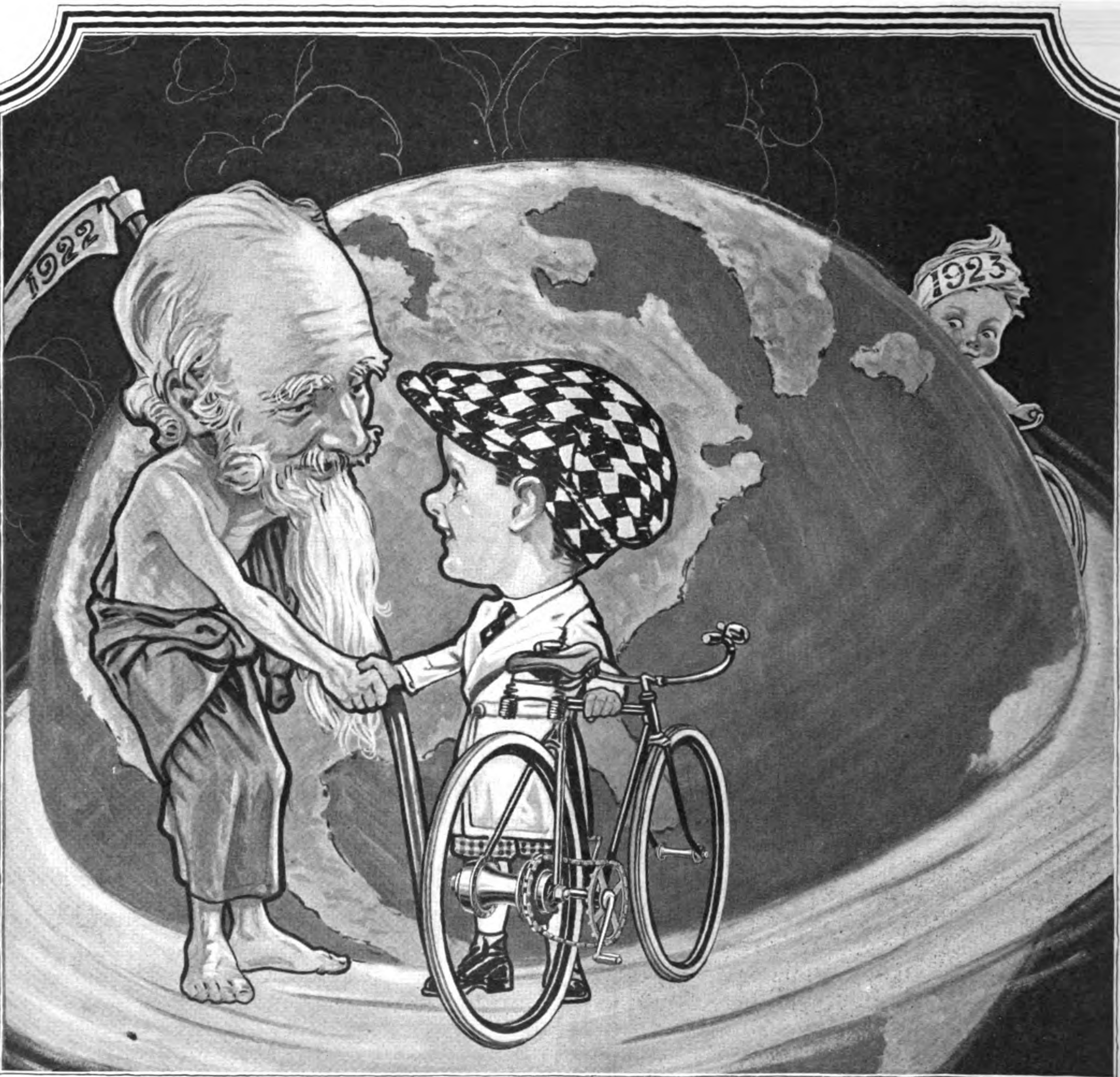


Good Old 1922 is near his end.

Taken altogether he has been pretty good to the bicycle and 1923, just around the corner, promises to be a hum-dinger. New Departure will help to make it easy with a brand new line of advertising selling helps and suggestions as to how they can be used to increase your business.

All through the year we have been trying to make New Departures better and as a result we are nearer the absolutely perfect coaster brake than we have ever been before,—in design, in workmanship, in finish and quality of material. Every part is strong and enduring and every brake is thoroughly inspected and tested before it is shipped. That's why we stand back of it with a liberal guarantee.

In a few days you will be buying your wheels for the spring season. Remember New Departure reputation, quality, and service when specifying coaster brake equipment.

Let's work together for a busy bicycle year.

THE NEW DEPARTURE MANUFACTURING COMPANY
BRISTOL CONNECTICUT

Motorcycle and Bicycle Illustrated

America's Greatest Cycling Magazine

Volume 18, No. 51

December 21, 1922

Cycle Promotion Association Is Formed

Organization to Boost All Activities for the Common Good. Cashing in on National Show the First Thing it Will Tackle

THE Cycle Promotion Association of New York and New Jersey is on its way, and contrary to the familiar saying, it knows just where it is going. It is going to stand back of, and boost for, every activity and movement that is organized in the metropolitan district for the benefit of the motorcycle and bicycle trade, and the first to be sponsored by the new association will be the National Motorcycle, Bicycle and Accessories Show, to be held in the 69th Regiment Armory, February 12-17.

A temporary organization was formed at a meeting of the special committee, appointed at the meeting of dealers, riders and jobbers, held at the Prince George Hotel, in New York, Dec. 7. This special committee met Dec. 15 at the Harley-Davidson Sales Company rooms on West 110th street. After considerable discussion it was unanimously agreed that the most practical way to get results was to form a permanent organization of the dealers, and that prompt action should be taken along that line. It was voted to call the new organization the Cycle Promotion Association of New York and New Jersey and to save time the following temporary officers were elected: President, Cal. Webber; secretary, A. J. Kanahan; treasurer, R. Weston Doherty. This organization will carry on until such time as a general meeting can be held, probably early in January, at which time permanent officers will be elected.

It is proposed to invite every motorcycle and bicycle dealer and jobber in the metropolitan district to affiliate with the association. The putting over of the show will be the first job, but the men who met Friday night have a vision that goes farther than that. The need of an active, working association has long been felt by the progressive dealers, who know that there are many interests in common which can be advantageously handled by an association; cashing in on the national show being the thing just now in the limelight. When that is over other movements of common interest will be backed in an organized way by the Cycle Promotion Association of New York and New Jersey.

Present at the meeting Friday night were Cal. Webber, George Wood, A. J. Kenahan, R. Weston Doherty, Ernest Blauvelt, Eugene Stern, Julius Stern, Frank Baker, Charles Mihalik and W. H. Parsons. It was decided to hold another meeting at the same place on Wednesday evening, Dec. 27, at 8 o'clock. At this meeting other dealers interested will be welcomed, and arrangements will be made to hold a big general meeting early in January. In the meantime the members of the special committee will see as many other dealers as possible, acquaint them with the plans under way and enlist their co-operation.

THE 1923 National Motorcycle, Bicycle and Accessory show, to be held at the 69th Regiment Armory, New York City, February 12 to 17, is the first New York show to be conducted on a plan which permits the dealers to cash in and get actual retail sales results from it. No bicycle or motorcycle dealer can afford to miss the opportunity afforded by the show to do his part towards interesting the general public in motorcycles and bicycles, and to reap his share of the benefits in consequent sales. Join the Cycle Promotion Association and collect sales dividends on your booster efforts.

Show Space Snapped Up

"Last-Minute" Exhibitors Will Find Themselves Waiting at the Church. Plenty of Publicity Assured Through Combined Efforts of Show Committee and Metropolitan Dealers.

SOMEBODY is going to get left when they apply for space at the National Motorcycle, Bicycle and Accessories Show, and that somebody is going to be the fellow who waits until the last minute to apply for space.

Show Manager A. B. Coffman sent out the first show literature and space application blanks from the Chicago office on Nov. 27, and so great has been the response that only a small amount of space is still available. Some applications were even made by telegram, so keenly interested is the trade in general in the first national show to be held in New York since 1916.

The fact that the four largest motorcycle manufacturers have taken large space in the four corners of the building demonstrates to the balance of the industry their unselfishness. This action on their part places all other space in an equal basis, so that the small exhibitor is not stuck off in a corner, but is advantageously located.

The great interest manifested by metropolitan dealers at the meeting in New York of the Local Show Committee on December 7 is the best possible assurance that there will be a large local attendance of bicycle and motorcycle riders and prospective bicycle and motorcycle riders. Eastern dealers have expressed themselves in hearty support of the Show and will attend in large numbers. Every manufacturer and jobber in the cycle industry should support this Show to the limit for it is a boost and a strong one in their individual business.

New York newspapers are already giving the coming show liberal notice in the editorial pages.

A partial list of exhibitors at the New York show and the product they will exhibit, follows:

Ace Motor Corporation, Philadelphia, Ace motorcycles and Observer sidecars.

Arnold Schwinn & Co., Chicago, Ill., World and jobbing bicycles.

Amateur Bicycle League of America, New York City, headquarters of metropolitan bicycle clubs.

Buffalo Specialty Company, Buffalo, N. Y., Never-Leak tire fluid.

Chicago Handle Bar Co., Shelby, Ohio, bicycle handlebars.

City Supply Co., New York City, Black Diamond bicycles, accessories and tires.

Cleveland Motorcycle Mfg. Co., Cleveland, Ohio, Cleveland motorcycles.

Colonial Cycle & Supply Co., New York City, bicycles, accessories and tires.

The Colson Co., Elyria, Ohio, bicycles and children's vehicles.

Cycle Trades of America, New York City, dealer' educational helps.

Diamond Chain & Mfg. Co., Indianapolis, Ind., motorcycle and bicycle chains.

Duckworth Chain & Mfg. Co., Springfield, Mass., motorcycle and bicycle chains.

E. A. Laboratories, Inc., Brooklyn, N. Y., motorcycle and bicycle horns.

Eclipse Machine Co., Elmira, N. Y., Morrow coaster brakes and hubs.

Excelsior Motor Mfg. & Supply Co., Chicago, Ill., Excelsior and Henderson motorcycles.

The Flxible Company, Loudonville, Ohio, Flxible sidecars.

Gottleib & Barnett, New York City. bicycles, accessories and tires.

Harley-Davidson Motor Co., Milwaukee, Wis., Harley-Davidson motorcycles and sidecars.

Hendee Manufacturing Co., Springfield, Mass., Indian motorcycles, sidecars and bicycles.

Hoover Steel Ball Co., Ann Arbor, Mich., ball bearings for motorcycles and bicycles.

H. & F. Mesinger Mfg. Co., New York City, motorcycle and bicycle saddles.

Motorcycle and Bicycle Illustrated, New York City, trade publication.

Motorcycling and Bicycling, Chicago, Ill., trade publication.

Metropolitan Motorcycle Clubs, headquarters.

New York Sporting Goods Co., New York City, Pierce bicycles, motorcycle and bicycle accessories and tires.

Ner-A-Car Corporation, Syracuse, N. Y., Neracars.

New Departure Mfg. Co., Bristol, Conn., New Departure coaster brakes, hubs, cyclometers, bells, bicycle sundries, steel balls and ball bearings.

Jonas B. Oglaend, Inc., New York City, B. S. A. fitting and bicycle parts and accessories.

Persons-Majestic Mfg. Co., Worcester, Mass., motorcycle and bicycle saddles.

Perlman Cycle Co., New York City, bicycles, accessories and tires.

Shillan Beck & Co., Milwaukee, Wis., Goulding sidecars and motorcycle accessories.

F. A. Smith Mfg. Co., Rochester, N. Y., lamps.

Splitdorf Electrical Co., Newark, N. J., magnetos, generators and spark plugs.

A. Schrader's Son, Inc., Brooklyn, N. Y., Schrader valves and tire gauges.

Stevens & Co., New York City, motorcycle and bicycle accessories and tools.

Strauss & Buegeleisen, Brooklyn, N. Y., Resist All goggles and eye shields.

W. J. Surre, Erie, Pa., bicycle wood rims, Corbin brakes, tires and accessories.

The Torrington Company, Torrington, Conn., motorcycle and bicycle spokes, nipples and pedals.

Van Cleef Bro., Chicago, Ill., Dutch Brand products.

Wheeler-Schebler Carburetor Co., Indianapolis, Ind., Schebler carburetors.

Wico Electric Co., Springfield, Mass., Wico batteries.

Williams Steel Wheel & Rim Co., Inc. Utica, N. Y., motorcycle rims, bicycle steel and steel wood lined rims.

The trade as a whole realizes the benefits accruing from this activity and are supporting same as above indicates.

Other applications are on the way and indications point to a full house.

FOR UNIFORM TRAFFIC RULES

A MOVEMENT likely to result in enactment of uniform highway traffic regulations throughout the country is expected to develop at the approaching Thirteenth American Good Roads Congress and Fourteenth Good Roads Exposition to be held January 15 to 19 in Chicago under the auspices of the American Road Builders' Association.

President T. J. Wasser of the roadbuilders' organization in his annual address will propose joint action by the American Road Builders' Association, the American Society of Automotive Engineers, the American Automobile Association, the National Automobile Chamber of Commerce, the American Association of State Highway Officials and the United States Bureau of Public Roads and possibly other agencies, with a view to working out a solution of the question along national lines.

With *the* Trade

BUCKINGHAM ON THE ROAD

Winnipeg, Manitoba.—Frank Buckingham of Toronto, Ontario, has been appointed traveling representative in the Prairie Provinces of the Canada Cycle & Motor Company, Ltd., Weston, and will make his headquarters in Winnipeg, Manitoba, in future.

SHOW AT MONTREAL

Montreal, Can.—The National Motor Show of Eastern Canada is to be held in Montreal during the week of January 20 to 27. As in the past, accommodation will be provided for motorcycle, bicycle and accessory exhibits by both manufacturers and local dealers.

ALABAMA BUILDS ROADS

Pensacola, Fla.—John S. Balmer, Harley-Davidson traveler in the South, has just finished a trip through Alabama. He reports much road improvement work under way. Contracts have been let for a paved highway between Montgomery and Birmingham. Tuscaloosa and Dotham are also doing considerable paving. This is welcome news to the motorcycle riders.

FIRESTONE JOBBERS EXPAND

Toledo, Ohio—The Toledo jobbing branch of the Firestone Tire & Rubber Co. has been moved to larger quarters at Spielbush and Michigan avenues. Lima, Ohio, and Ft. Wayne, Ind., both in the Toledo territory, have been chosen as warehouse distributing points, according to an announcement of Manager George F. Guinn.

GERMAN BICYCLE PRICES

Washington, D. C.—German bicycle manufacturers expect that British and American competition will soon force a reduction in price, states a report from Consul Francis R. Stewart, at Bremen. German manufacturers are finding difficulty in procuring raw material and coal, and deliveries are frequently delayed. Export trade is difficult, due to calculation in foreign currency and the impossibility of quoting firm prices.

NEW FIRESTONE TREASURER

Akron, Ohio.—J. J. Shea has been elected to succeed James G. Robertson as treasurer of the Firestone Tire & Rubber Company. Mr. Robertson will devote himself to the company's subsidiaries, foreign interests, real estate, insurance and taxes. Mr. Shea has been with the company ten years or more, holding various positions in the auditing and treasury departments. Mr. Robertson recently was on the Pacific Coast looking after Firestone interests there.

LIGHTWEIGHTS POPULAR IN FRANCE

Washington, D. C.—"Much interest is being shown in France in the production and sale of bicycles with a light motor attached, rarely exceeding 1½ horsepower. While this type is not up to the standard of the motorcycle in power and efficiency, it answers the purposes of many persons of moderate means who are content with a motor-propelled bicycle for short trips about town or country," says Vice Consul Howard C. Pulver, St. Etienne.

BIG CUT IN "GAS"

New York City—The most important development in the oil market during the past week was the cut of two cents per gallon on gasoline. Prominent oil companies made that cut and the Standard Oil Company met the cut. These changes have been expected for a long time and do not come as a surprise to the local trade. Export prices are expected to decline during the very near future. It is understood that present export quotations are entirely nominal, there being considerable shading going on. Kerosene did not show any change to speak of yesterday. Prices were without change, and demand is still of a light, routine character. Export demand is comparatively small.

H. E. WILSON VISITS COLUMBIA MAKERS

Westfield, Mass.—H. E. Wilson, of the Edwin F. Merry Company, San Francisco, has just left the home office of the Westfield Manufacturing Company on his return trip to California after spending a week with the Columbia Makers, placing specifications for Columbia and other lines of Westfield Bicycles for the territory of California, over which the Edwin F. Merry Company has been appointed Distributing Agents. Mr. Wilson was enthusiastic over the possibilities of bicycle business for the coming season, and frankly stated that the one consideration of his company now was the securing of carload shipments from the factory to take care of the flood of business which their preliminary sales efforts have brought about. Since the inauguration of the new selling policy of the bicycle makers, the factory has been taxed to the utmost to keep up production in line with the sales department activities. They are now gaining the stride, however, and prompt shipments are being made.

TRADE MEN IN DIXIE LAND

Montgomery, Ala.—During the past week among the trade, visitors to this city were: Arthur Mitchell, of Al Ray Co., Louisville, Ky.; John Woods, traveller for Neverleak, Buffalo; M. P. Smith, Chas. Elyea. Co., Atlanta, Ga.; J. C. Dickerson, Pennsylvania Rubber Co., Atlanta branch; Mr. Boyd, factory representative of Iver Johnson Co., Fitchburg, Mass. They all report business good through the South. M. P. Smith, of the Elyea Co., reports making a trip to Columbus, Ga., on Thursday, December 7, where he closed for 38 bicycles. Mr. Smith says: "The Columbus dealers were still talking about the St. Onge week and wish they could repeat with him three or four times a year."

FIRESTONE EARNINGS

Akron, Ohio—With the lowest prices experienced in the history of tire making, the Firestone Tire & Rubber Company's sales for the fiscal year, ending October 31, were $64,507,301.77, representing an increase of 23 per cent in pieces sold over the previous year, according to a statement made to stockholders at their annual meeting by Harvey S. Firestone, president of the company. The company's earnings, after providing for depreciation, interest, taxes and other charges, were $7,348,421.59. After payment of preferred dividends and miscellaneous charges there was shown a net increase of $16 per share in the common stock equity.

CHEAP "GAS" IN MASS.

Boston, Mass.—Three of the leading oil companies in Greater Boston announced a reduction of two cents a gallon in the price of gasoline, making the rate 22 cents from the tank wagon and 24 cents at retail. The Gulf Refining Company claims credit for originating the reduction.

UNEMPLOYMENT DISAPPEARS

Washington, D. C.—The expansion of employment throughout the nation during the month of November was greater than in any month since last January, according to a monthly survey of the labor situation just made public by the United States Employment Service. Still further expansion would have occurred had it not been for inadequate rail transportation, it is declared. Reports secured from 1,428 firms, each usually employing more than 500 workers, located in the 65 industrial centers of the country, show that on November 30 these concerns had 44,653 more employees on their payrolls than had been reported on October 31. Of the 65 leading industrial cities surveyed, 52 reported increased employment during the month. "All manifestations point to a steady upward trend in employment," declared the chief of the Employment Service in issuing the report. "The mounting increases of the past twelve months give substantial evidence of permanency."

MOTORCYCLES IN GERMANY

Washingon, D. C.—Consul J. Klahr Huddle, Hamburg, Germany, reports: The prohibition on importation of foreign-made motorcycles into Germany, in addition to the adverse exchange conditions now existing, is an insurmountable obstacle which American manufacturers are experiencing at the present time. German-made motorcycles are retailing at the present time for approximately 300,000 marks. The Wanderer and the Victoria motorcycles, manufactured by the Wandererwerke, Schönau bei Chemnitz, and by the Victoria-Werke, of Berlin, respectively, are at present the leaders.

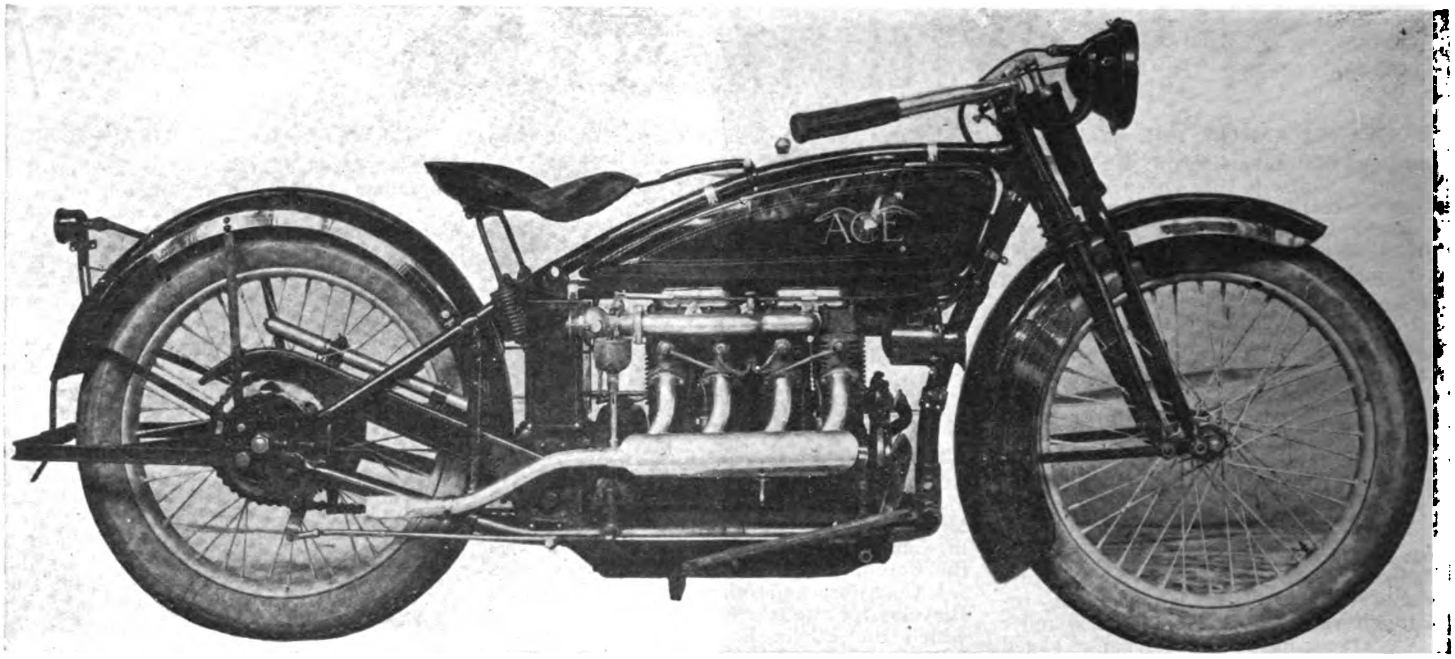
Consul F. T. F. Dumont, Frankfort-on-Main, reports: German motor vehicle factories in the Frankfurt-am-Main district have had large turnovers despite the rising prices. The motor-bicycle output is increasing daily, and the products are improving in their ability to compete with those of English manufacture.

"ANDY" AND EVANS IN NEW FIELD

Rochester, N. Y.—D. G. Anderson, has resigned his position as General Manager of the Cyclemotor Corp. to become President and General Manager of the Keuka Industries, Inc., of Hammondsport, N. Y. L. R. Evans has resigned as Factory Manager of the Cyclemotor Corp. and will act as Vice-president and Factory Manager for the Keuka Co. Both remain as directors of the Cyclemotor Corp. The Keuka Co. was formerly the plant of the Curtis Aeroplane & Motor Corp. and the old home of the Curtis motorcycle. The principal product of the concern is aeronautical engines and parts. H. W. Chamberlain succeeds Mr. Anderson as general manager of the Cyclemotor Corp.

GORDON VISITS WINDY CITY

Chicago, Ill.—E. K. Gordon, vice-president of the Ner-A-Car Corporation of Syracuse, N. Y., spent last week in Chicago, where he closed a very satisfactory order. Gordon says 1922 deliveries will be 25 per cent. above their original expectations, and that 1923 will be a hummer. He was seen lunching with T. J. Sullivan and A. B. Coffman, so it is fair to assume some kind of a stunt is under way in connection with the big motorcycle show to be held in New York next February.



The New Ace Sporting Solo. Note the Bucket Seat

Ace "*Sporting Solo*" a Surprise

Low-Built and Racy Lines with Speedster Bars and New Bucket Seat—High Speed High-Compression Motor with Aluminum Pistons, Drilled Connecting Rods and Balanced Crankshaft

THE dyed-in-the-wool motorcyclist who uses a solo mount for sheer enjoyment and who loves the sport for its liveliness and vim, was given the center of the stage by W. G. Henderson and his associates who designed the new Ace Sporting Solo Model that is just being placed on the market.

This new machine, as its name implies, is built from hub to hub as a light, competent, swift and easy-handling outfit that will give the rider the utmost of that sense of freedom and power that is found in no other form of recreation.

This is the first instance of a "solo sport model" being an accented and emphasized super-edition of the standard machine rather than a smaller and less powerful type. The power plant of this new outfit has been in course of development by the factory's experimental department for some time, and its performance is the basis of the exclamation points of surprise and admiration that garnish the comments of the rider after his first trial trip on the Sporting Solo.

The Sporting Solo motor is a high-powered, high-compression engine, designed and built especially to produce unusual power and speed. It is regularly fitted with aluminum alloy pistons that are extremely light and perfectly balanced.

The pistons are carefully fitted to the cylinders for free action. The connecting rods are, of course, drilled for lightness.

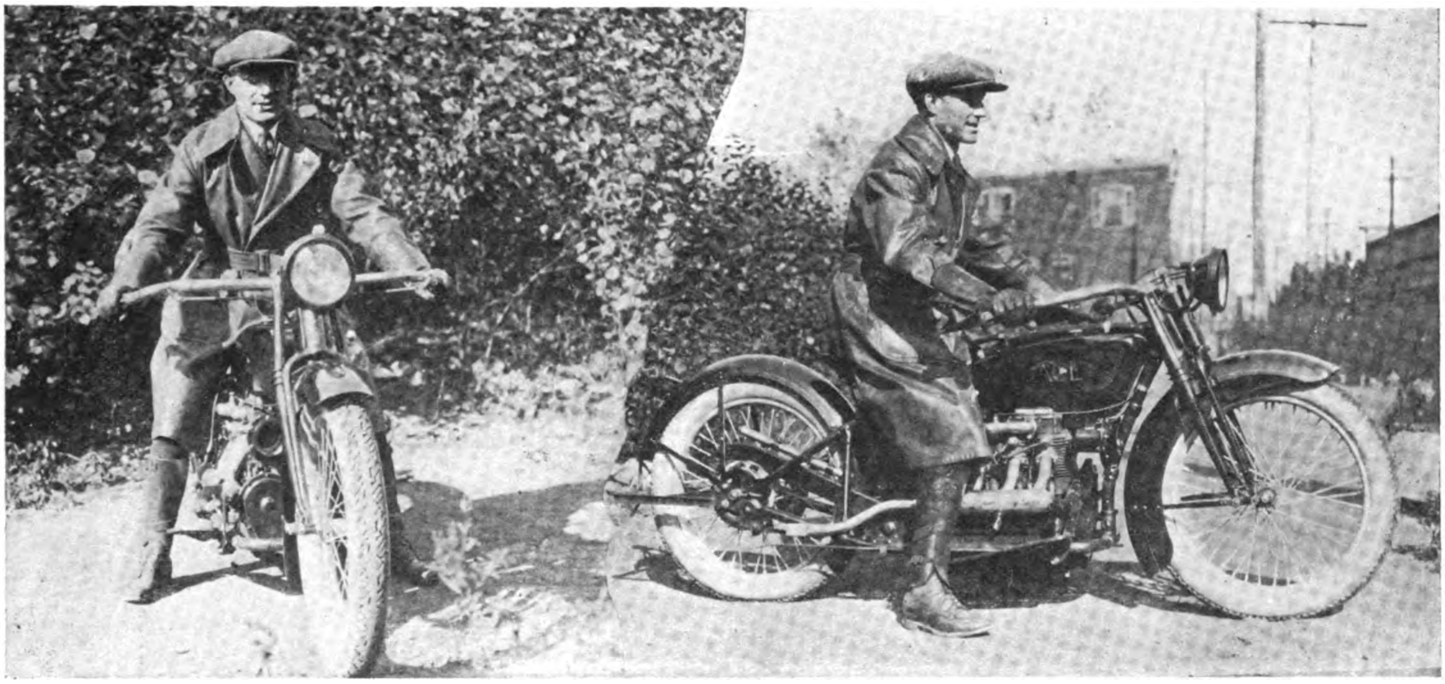
Lubrication is by the constant-level splash system. This method provides an individual splash trough for each cylinder. The pump is located at the rear of the oil reservoir so as to be always immersed in lubricant, even while going up steep hills. This constant-level splash system has the important advantage of retaining its efficiency of operation throughout long service, not being affected by wear.

Other details of the new motor have been worked out with equal care to insure the top notch of pep, power and flexibility. The valves stand up under the hammering of their rapid action at high speed. The cams give just the right acceleration and height of lift to give swift and free motion of gases, with thorough scavenging of cylinders and a full charge of new, fresh gas for the next explosion. All bearings are ample in size, thoroughly lubricated and free from undue friction.

While the Sporting Solo high-compression engine fairly brims with power and speed when called on, it retains in full measure the steady pulling power at low speed, flexibility of control and ease of throttling-down that are characteristic of the standard model. The greater power developed permits the use of a somewhat higher gear than that of the regular model. The acceleration of this motor when the throttle is snapped open is a revelation. The machine fairly leaps forward. It gives a sensation of mastery over a live thing of enormous power, under perfect command.

The difference in riding position is notable at first glance. The handlebars of the Sporting Solo are wider than the standard model, also somewhat shorter and lower—what would be termed a semi-dropped or Speedster position similar to the type of handlebar used in some of the big road races in this country.

The saddle is a new pattern produced especially for the Sporting Solo Ace by a leading saddle manufacturer. It holds the rider securely in position for fast riding on the road. A specially-designed spring system is provided, incorporating an inner coil spring which softens the action and absorbs road shocks. The new double-spring ar-



Head-on view of the new Ace Sporting Solo, showing the wide handlebars, and side view showing the low riding position

rangement of the Ace saddle provides the extra power that is needed to take care of the jolts received when pounding over rough roads at high speed, yet its flexibility makes it effective for little vibrations such as occur in driving on brick or cobblestone pavement. The effect of this new saddle is particularly pleasing to the eye, as it harmonizes with the lines and composition of the rest of the machine. The saddle is of black leather, which sets off the dark blue enamel of the machine very effectively.

The saddle position is exceptionally low, the top surface of the seat being only 27½ inches above the ground. This low position combines with the shape of the seat to produce remarkable steadiness and security at high speeds—the rider feels safe and confident even on bad roads, for there is no slipping about or bouncing, and the machine holds to its straight line and hugs the roads in a way that gives joy to the rider who likes to open 'em up.

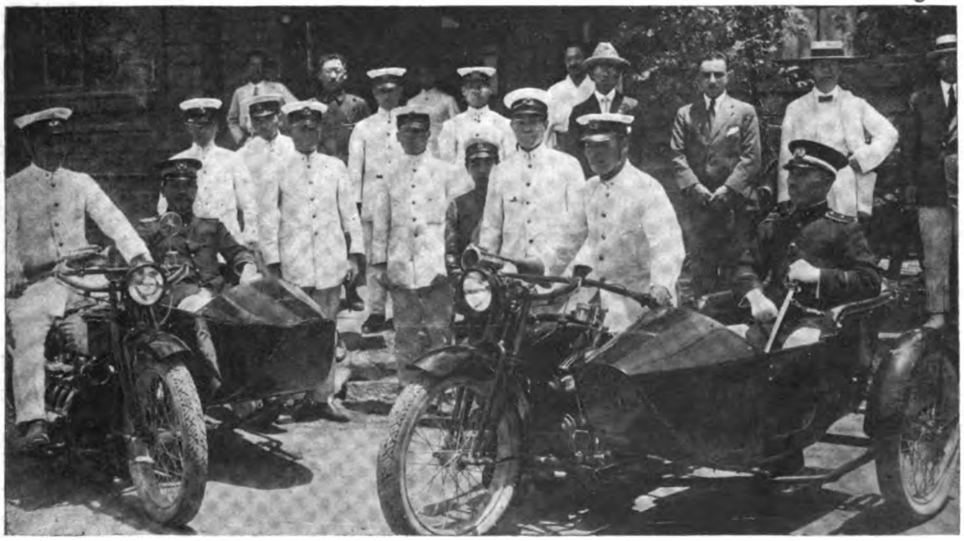
The position of the handlebars gives just that slight forward position that experience has demonstrated to be best for both comfort and control at high speed. The English motorcyclist has learned the value of this position, as shown by the popularity of the "T.T." handlebars for snappy solo riding in that country, but American riders have only recently learned to appreciate the added pleasure that it gives. Positive control of steering is insured by the wide spread of the bars, and steadiness in sand or on treacherous surface because the position of the grips allow the arms to brace solidly against twisting or wabbling. "It makes you feel so safe," was one rider's comment after a fast spin on the Sporting Solo. "You get the effect of being seated firmly and securely down between the two wheels—like you *couldn't* fall over. Same as being in a swooping monoplane or a perfectly balanced glider, with the outfit under complete control and ready to answer exactly to your wish." That's what careful study of riding position for solo driving has accomplished.

The handlebars are heavily nickeled on copperplated seamless oversize steel tubing.

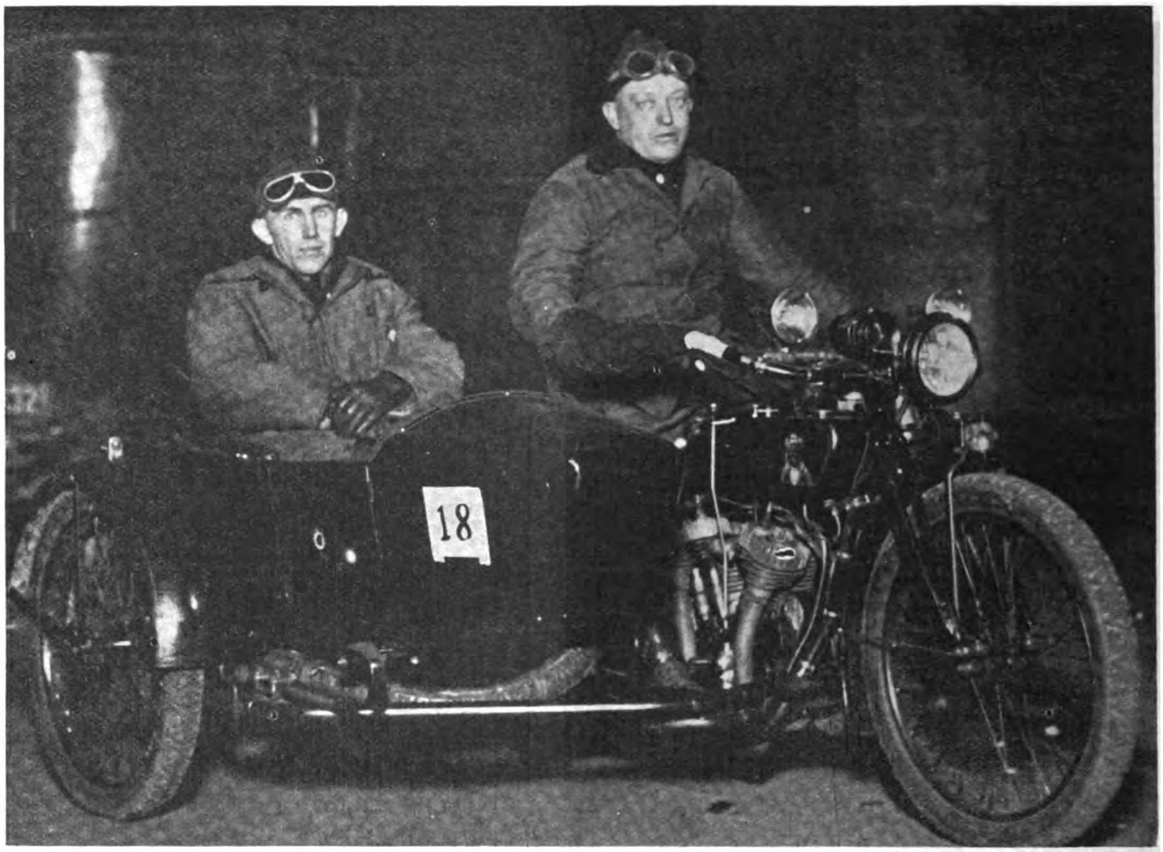
Notwithstanding the special construction of the Sporting Solo Motor with its aluminum pistons and high-speed high-power design, the improved saddle construction, special handlebars, and other expensive new features that are built in, the price of the new Sporting Solo Ace is only a small amount higher than that of the standard model.

Seasoned riders who have visited the Ace factory recently have tried the new model on the road and return fairly bubbling with enthusiasm after their trial trips. Unusually light for a machine of its motor capacity, easy to manipulate, yet ready to unleash enormous power at a touch of the throttle, this new machine with its attractive lines and handsome finish is ideal for the thousands of riders who want a lively, zestful solo mount for real pleasure riding and red-blooded outdoor sport.

The first shipments of the Sporting Solo Model have gone forward to dealers and volume production is sufficiently advanced to permit quantity orders to be promptly filled.



The Nagoya, Japan, police department, has two Ace motorcycles with sidecar attachment



Harry Glenn at the start of the Atlanta Thanksgiving Day endurance run. A six a. m. flashlight of Glenn and his Traxion Tread equipped Indian outfit. Those guys down South don't care how early they get up in the morning.

A RECORD "RIDE 'EM HOME"

ALFRED SIMONSON of Simonson & Danielson, Indian dealers at Albuquerque, N. M., can probably claim the record for a long distance "ride 'em home" trip. He has just completed a trip from the Hendee factory at Springfield to the store in Albuquerque, on a New Scout, covering 2,815 miles at an average of better than 60 miles to the gallon of gas. We have from him the following interesting account of his trip:

"The start was made from Springfield at 11.20 A. M. on October 24. Paved roads practically all the way to Chicago.

"The run to Chicago was made in 4½ days, no attempt at speed, the motor purring along steadily and with only a puncture to mar the pleasure of the trip.

"A one-day stop was scheduled for Chicago and then I hiked for Clinton, Iowa. The road from Chicago to Clinton is excellent concrete paving and the 150 miles was made in an easy 5 hours. In Clinton it was so warm that I camped out for the first time. Clouds began to chase across the skies and it looked like something would happen soon. The night passed, however, without any rain and Cedar Rapids was reached by noon.

"Just as I reached Cedar Rapids it began to rain. I was marooned here by a steady downpour of rain which lasted for 1½ days. The rain letting up, I decided that I would try the roads.

"I started from Cedar Rapids at 11.30 a. m. and by 5 p. m. had 30 miles to my credit. Being from New Mexico, I had never seen such mud. I soon found second gear to be the best for all purposes. With no chains and smooth tires I had a lively time of it. I camped that night in the country far away from town and it was some night, as I was tired and wet after the tough day.

"Well, I made Marshalltown, Iowa, at 4.30 p. m. the next day, 60 miles away and thought I was doing fine. This was on Friday and I stayed here until Tuesday morning. During this time I changed tires all around and tightened and adjusted things in general. Left Marshalltown Tuesday a. m. and going through Des Moines made Menlo, Iowa, that night. The roads were very rough, not having been dragged after the rain.

"Another rough ride to Lincoln, Nebr., with a puncture and flop on the way to add to the joy. It was a cold ride from Lincoln to Woodbine, Kans., delaying me from reaching Marion, as planned. Kinsley, Kans., saw me the next night, more tire trouble preventing me from reaching Dodge City.

"Granada, Colo., was the next stop. I ran into snow here for a day and a half, and reached Lamar, just about stiff with cold. I stayed there an hour and then set out for Las Ammias. I struck five or six snow drifts on the stretch that gave me trouble. I would just stick in the drifts and the rear wheel would spin and spin. There were eight or nine cars stuck here, also, so I had some company. La Junta was reached that night, making 80 miles for that day; not much, but still moving.

"Trinidad was made the next night, 93 miles that day after a fight with some real gumbo within 30 miles from Trinidad. Paton Pass wasn't bad and New Mexico roads were dry (good old N. M.), and Sante Fe was the day's mark, 215 miles. Albuquerque was reached at 10 a. m. the next day.

"I enjoyed the trip immensely, had no motor, clutch, magneto or generator trouble. I covered 2,815 miles at 61 miles per gallon of gas."

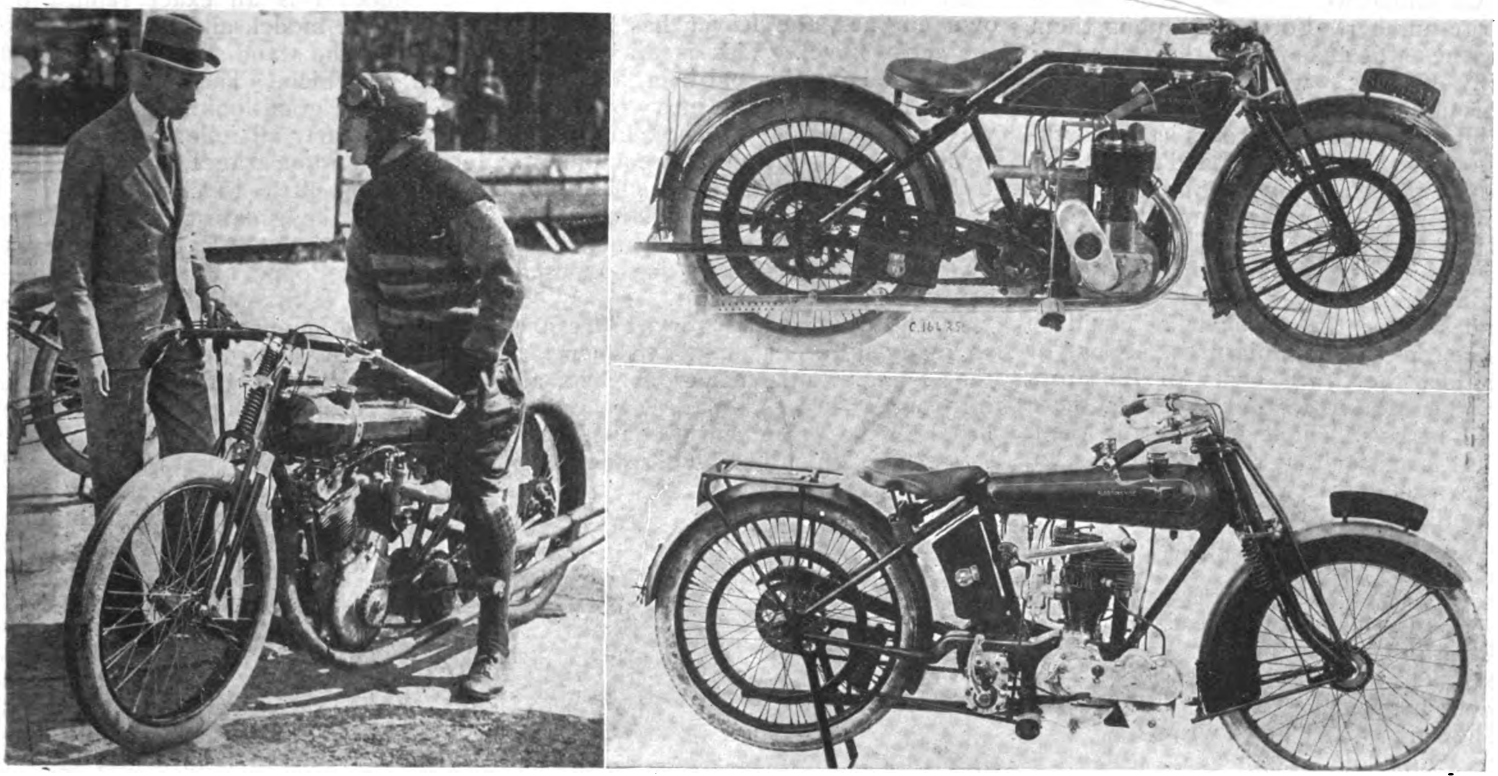
Famous Travelers

MEN who know the United States of America, travel in all states of the Union and have friends in every country.

W. G. Shack, Emblem Mfg. Co., Angola, N. Y.

D. P. Harris, D. P. Harris Hdw. & Mfg. Co., N. Y. C.

W. J. "Bill" Surre, Erie, Pa.



At the left, His Royal Highness, the Duke of York, chatting with S. E. Woods, who carried the Duke's colors in the Royal Motor Meeting on Brooklands track. At the right two of the interesting models shown at the English Olympia show. Above, the 3½ h.p. Sunbeam. Below the 2¾ h.p. Martinsyde. Note the brakes and foot rests.

The English Motorcycle Show

By Our English Cousin

ENGLISH motor cycle fans are evidently losing none of their enthusiasm. The annual exhibition just over attracted something like 30 per cent. more spectators than the Show of last year.

And it was the motorcycles that they have come to see. The Show included pedal cycles as well, but push bike design does not undergo many changes these days, and if you happened to see a blank space in the crowd, you knew that it was a stand where the exhibits were lacking a motor.

One morning, His Royal Highness, the Duke of York, came and had a look round. The Duke is keenly interested in motorcycling, and he is the patron of our Auto-Cycle Union, but I rather think that he has had to sink his own desires as regards motorcycles in deference to his august father's wishes. At any rate, I don't think he does any motorcycling on the open road nowadays.

Nevertheless, he showed himself very knowledgable in motorcycle progress. At the stand of J. A. Prestwitch, the maker of the J. A. P. engine, on which the famous Le Vack has done such wonderful things this season, he was introduced to "Bert" himself. I was standing right by them as they talked, and there was no doubt that the Duke was really interested in Le Vack's recent exploits. Incidentally, Le Vack congratulated H. R. H. on his win at Brooklands during the summer, when the Duke's chauffeur, riding the Royal colors, scored a very popular success. (I am sending along a photo of the Duke and his nominated rider just before this race.) He also paid a visit to the Indian exhibit and had a chat with Beley Wells.

However, I suppose I must get on to the exhibits at the show. As I mentioned in some previous notes, next year looks like being a lightweight year in England. There was hardly a stand at Olympia where a machine of 250 c.c. to 350 c.c. was not shown. All our prominent manufacturers, like Triumph, B. S. A., Humber and Sunbeam have produced small editions of their 3½ h.p. and 4 h.p. machines, whilst the number of small makers who are entering the same field is legion.

BELGIUM ROYALTY ON MOTORCYCLES

PARIS—Queen Elizabeth of Belgium has ordered a motorcycle so that she may accompany King Albert and Crown Prince Leopold, her eldest son, both of whom are enthusiastic motorcyclists.

An extraordinary feature of the show was that, in several cases, the real big makers, who have a good reputation to sustain, are pricing their machines at a lower figure than the new and unknown firms. For instance, B. S. A.'s, a concern that is right in the front rank so far as quality is concerned, has listed its new 2¾ h.p. machine at £57/15/- (call it $260), whilst the Doulgas people, who make a neat flat twin of 2¾ h.p. in addition to similar types of machine of other h.p.'s, have priced their popular model, complete with lamps, at the round £50 ($230). In contrast to these well-known firms, you find 2¾ h.p. machines of indifferent make listed at over £70.

There were few retail sales at the Show, but no one can wonder at this. The man who intends to buy a new machine next Spring is hardly likely to be tempted to plank down his money now. He knows well enough that when he really wants the machine it will be waiting for him.

Of miniature machines there was a large number. Foremost among them is the McKenzie, a little fellow of only 170 c.c., which recently went through an a. c. u. officially observed trial from John-o'-Groats (the northern tip of Scotland) to Land's End, way down in the southwest of England—a journey of 800 miles over all sorts of roads and up some really steep hills. The McKenzie accomplished this jaunt at a speed of over 18 m.p.h. average, and showed the public what could be done on these miniatures. Now, of course, there are hosts of imitators of the McKenzie, but whether there will be a sufficient market for them all is a matter that remains to be seen. They are all priced at round about £25, and they weigh in the neighborhood of 100 pounds.

The next thing to the miniature is the two-speed ultra-lightweight motorcycle. Of this, again, there were many types on view. They are mostly fitted with a two-stroke engine of about 200 c.c., but there are no pedals on the machine, and they look like real motorcycles. Several of them are equipped with a component engine—a Villiers—but there are one or two exceptions which have their own power unit and gear box. Probably the neatest of this latter sort is the product of a quite new firm. It is called the Ray, and has a little four-stroke engine, with two-speed gearbox in one housing. The Ray sells for 39 guineas (£40/19/-), but the general run of machines of this type is priced at round about £30.

The next bigger type of motorcycle is the 2½ h.p. of 250 c.c. This sort is likely to be quite a popular machine for the solo rider now that engines of this size have developed a useful turn of speed. Small motors like this used to be invariably two-strokes, and of them, the Levis is about the best known. It is, incidentally, the make that won the lightweight T. T. last May, averaging just 50 m.p.h. for the whole 185-mile course. It is, therefore, more than a toy, and on good English roads it can do all that the average rider wants.

In the four-stroke department of the 250 c.c. class there is plenty of choice. The J. A. P. people make an excellent engine of this size, and many a manufacturer who cannot make his own engines fits it. There is, for instance, New Imperial, Francis-Barnett, Hobart and Zenith, to name but four.

Of makers who manufacture their own engines, the Rover has perhaps the most novel. This is an entirely new model for this old firm, and they have launched out into overhead valves, engine and gearbox unit construction, and full electric equipment. It looks a workmanlike machine, but the method of taking the driving chain up and over the magneto sprocket on its way to the gearbox has aroused a good deal of comment.

In the 2¾ h.p. category, there are so many different makes to mention that I am afraid I can't get them all into one article. The A. J. S., which has been so prominent of late years—in fact, you might well say that it started the boom in 2¾ h.p. machines—has at last put a model similar to the T. T.-winning machine on the market. I suppose most people remember how the A. J. S. won the Senior T. T. last year in competition with machines of 500 c.c., and won the Junior T. T. this year at 54¾ m.p.h. Never before, however, have its makers seen fit to supply the public with the same model, which has overhead valves. It will be a machine for the connoisseur, but I have no doubt we shall see a good many in next year's hill climbs and speed trials.

A famous Scottish test hill, Glendoe. It is always included in the annual Scottish six days' trial.

In the 2¾ h.p. class, too, the J. A. P. firm supplies the small manufacturer with an engine, and there must be over a dozen different firms fitting it to their bikes. Then there is the new Triumph four-stroke, which looks well made, but is hardly so pretty as I should have expected to find in the production of such a famous firm. The 2¾ h.p. Sunbeam is an exact replica of the 3½ h.p. model, and lots of people who go to the stand say they can't tell which is which. The Humber and B. S. A. are good-looking little chaps, but they nearly all follow one another in general appearance, and, really, there seems little to choose.

Possibly the greatest novelty is to be found in the new P. & P., made by Packman & Poppe, of Coventry. This has a Barr & Stroud sleeve valve engine, placed sloping in a frame that is rather out of the ordinary. It is composed of straight tubes throughout, and the design makes for extreme strength and freedom from whip. The whole of the engine parts are encased by a metal shield, quickly detachable, and forming leg guards in front. It should be possible to ride the P. & P. in any weather without getting muddy, whilst, as regards the frame design, George Dance, who is a pretty considerable speed merchant, and usually carries all before him at our hill climbs, told me that he would ride a frame like that of the P. & P. round the Isle of Man course at almost any old speed.

It is in the 8 h.p. solo line that there are a good many re-designs. Since Le Vack has been showing that there is still a bit of life left in the English big twin, there seems to have grown up a stronger demand for the solo machine of this type. The Brough Superior, which set the fashion for saddle tanks and "posh" appearance, has attracted a few more firms to this class. Thus we find the Coventry Eagle looking very smart and pretty, and Zenith, Matchless, and Dot have gone for big twin solos.

Of course, America is still well to the forefront. On the Indian stand Mr. "Billy" Wells and "Ernie" Bridgman, ably assisted by your Mr. McCann, are very prominent. I also met Mr. Bob Brazenor at Brooklands last week, with the intention of "doing" the show. At the Indian stand one day this week they welcomed two riders of an Indian who had made their way by road from Prague, in Czecho-Slovakia.

Harley-Davidsons, too, had Mr. Duncan Watson and a fine range of models on show, and I noticed that the Duke of York had a good look round here. The American-X and the Henderson stand seemed to attract a fair share of attention, particularly the sectioned model of the four-cylinder motor.

Random Thoughts

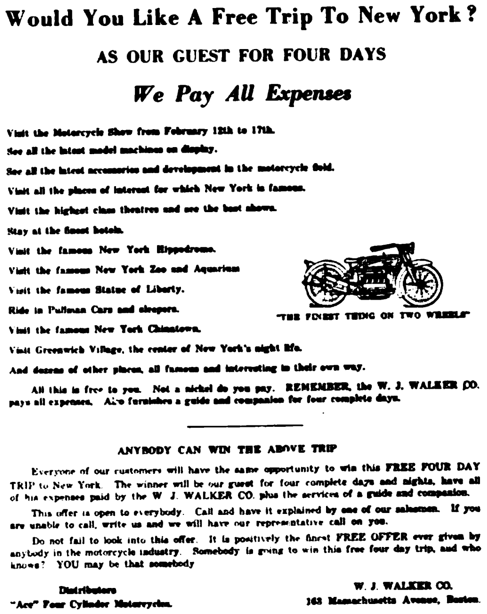
By W. H. Parsons

EVENING dress will be worn" is the dictum of Captain W. H. Wells of "The Motor Cycling Club, Ltd." of London, Eng., in sending out invitations for the 21st anniversary dinner of the club. Our English cousins consider motorcycling a high class sport, and entitled to all the frills that go with good society.

SOME weeks ago MOTORCYCLE AND BICYCLE ILLUSTRATED called attention to the wisdom of placing orders with the factories far enough ahead to insure delivery when the machines are needed, and gave warning that the transportation situation was sure to get worse before it was better. This week from Washington comes the report of the Federal Reserve Board that in November the car shortage was the greatest ever recorded, despite the fact that in October the total number of cars loaded was almost the maximum. The answer is plain. There is more business than the railroads can handle. Delays are bound to result, If you want stock on your sales floor place your orders well in advance.

THE story of A. R. Beckman, who after sixteen years as an enthusiastic motorcycle rider and club leader, has resigned from a responsible position and opened a motorcycle store in Erie, Pa., should offer a suggestion to the traveling representatives of the different motorcycle factories. Why not, when seeking to establish an agency, put in some time investigating the possibilities among the riders of the city? Looking over the stories of successful dealers that have been published in MOTORCYCLE AND BICYCLE ILLUSTRATED during the past twelve months, I find that nearly all of them started out as riders who, having the qualities of leadership, gathered around them a coterie of kindred spirits, and finally decided to go into the business of selling motorcycles for a living as well as riding them for sport. They have made the best dealers because they love their business. There are several hundred thousand riders in the country. In their ranks are hundreds of potential dealers. It will pay to search them out.

THE dealers in the Metropolitan district are making comprehensive plans to cash in on the National Motorcycle, Bicycle and Accessory show next February. They expect the interest created by the show to make sales for them, and consequently they are out to make that interest as great as possible. It is easy to see how the dealers in the 50-mile district around Manhattan will derive direct sales benefit from the show, but it remained for a Boston dealer to point out a way for dealers in many distant cities to also cash in on the show interest. W. J. Walker, who is always starting something, saw a chance to couple up with the show and this is how he did it: He had printed an attractive circular, a small reproduction of which is shown herewith. This circular calls attention to some of the interesting things to be seen and done in New York and asks the recipient to call at the store and learn about a plan by which he can get a free trip to the show, all expenses paid and a guide to see that he has a good time while in New York. Is there any reason why hundreds of dealers in hundreds of cities cannot cash in on a similar plan? Ask your customers if they wouldn't like to see Wall street, the Stock Exchange, the Sub-Treasury on the site of the Nation's First Capitol, Trinity Church and the grave of Alexander Hamilton and Robert Fulton in the adjoining cemetery, now surrounded by skyscrapers; the Woolworth Building, the highest in the world, where 13,000 persons work in its 4,000 offices; the famous Bowery, and scores of other interesting things in the world's largest city. Walker hasn't patented it.



Would You Like A Free Trip To New York?

AS OUR GUEST FOR FOUR DAYS

We Pay All Expenses

Visit the Motorcycle Show from February 12th to 17th.

See all the latest model machines on display.

See all the latest accessories and development in the motorcycle field.

Visit all the places of interest for which New York is famous.

Visit the highest class theatres and see the best shows.

Stay at the finest hotels.

Visit the famous New York Hippodrome.

Visit the famous New York Zoo and Aquarium

Visit the famous Statue of Liberty.

Ride in Pullman Cars and sleepers.

Visit the famous New York Chinatown.

Visit Greenwich Village, the center of New York's night life.

And dozens of other places, all famous and interesting in their own way.

"THE FINEST THING ON TWO WHEELS"

All this is free to you. Not a nickel do you pay. REMEMBER, the W. J. WALKER CO. pays all expenses. Also furnishes a guide and companion for four complete days.

ANYBODY CAN WIN THE ABOVE TRIP

Everyone of our customers will have the same opportunity to win this FREE FOUR DAY TRIP to New York. The winner will be our guest for four complete days and nights, have all of his expenses paid by the W. J. WALKER CO. plus the services of a guide and companion.

This offer is open to everybody. Call and have it explained by one of our salesmen. If you are unable to call, write us and we will have our representative call on you.

Do not fail to look into this offer. It is positively the finest FREE OFFER ever given by anybody in the motorcycle industry. Somebody is going to win this free four day trip, and who knows? YOU may be that somebody

Distributors
"Ace" Four Cylinder Motorcycles.

W. J. WALKER CO.
163 Massachusetts Avenue, Boston.

E. T. Payne, motorcycle instructor, army camp at Rantoul, Ill.

RAY GARNER writes that he has called on a good many bicycle dealers during the past few weeks and that he can count on the fingers of one hand those who are really entitled to be called dealers. The others, he says, are just repair men. The few real dealers he found were doing a good business; too busy selling bicycles to have any time to talk about business depression or hard times The others were all complaining that business was poor, people were buying bicycles from the hardware stores or sending out of town for them (mail orders, likely though he didn't say so). The answer seems plain. A clean store, attractive show window, up-to-date salesmanship, adequate advertising, and an active interest on the part of the dealer in the civic activities of his community spell success in the bicycle business as in any other, while a dirty show window, junk shop sales room, cracked show cases, greasy hands and clothing, drive customers to the hardware stores and mail order houses. There is nothing impossible to any dealer of average intelligence in the requirements set forth for success, and any dealer who neglects or refuses to put them into practice is entitled to no sympathy when he complains of poor business. On the contrary the manufacturer, instead of listening to such complaints will be doing himself and the industry a service if he delivers an ultimatum: "Change your methods or I will no longer sell bicycles to you." Better no dealer at all than one who discredits the great industry he pretends to represent.

Question Box

Many Queries

(1)—Please tell me where the Minnesota Arms Co. shotgun is made.

(2)—Where are the following magazines published: American Sportsman, Field and Stream, National Sportsman, Sporting News?

(3)—What kind of carburetor is used on the 1923 Cleveland and before that time?

(4)—What kind of a carburetor is fitted to the Ner-a-Car?

(5)—What size lathe is best for motorcycle work, repairing?

(6)—What size drill-press is the best and what size grinder?

(7)—Is there much use for chain hoists in a motorcycle garage?

(8)—What size garage is best for motorcycle repair work?

Astoria, S. D. Andrew Hoglund.

Answer

(1)—We have no record of this company, but think it is located in St. Paul, Minn. See your sporting goods dealer.

(2)—American Sportsman, we have no record of this magazine. Field and Stream, 25 West 45th St., New York, N. Y. National Sportsman, 275 Newbury St., Boston, Mass. Sporting News, 1002 Olive St., St. Louis, Mo.

(3)—Special Schebler is now used. Brown & Barlow formerly used.

(4)—We have seen a special Schebler on some Ner-a-Cars, A.M.A.C. carburetors on others and B. & B. on others. For information, write the company.

(5)—Not less than 3-inch swing. On a lathe with 3 or 3½- inch swing you can perform all necessary repair work on a motorcycle that calls for lathe work.

(6)—You will find a good bench drill with automatic feed chuck to take up to 1½-inch drills ample for motorcycle repairing. Unless you are out to grind cylinders, a small bench grinder for sharpening drills, etc., will do. As there are hundreds of models of both these tools on the market, we cannot give names of manufacturers. You do not state whether or not you are going into the motorcycle repair business. If you are, write to the factory whose machines you intend to handle for advice on fitting up a repair shop.

(7)—Very little use for chain hoists in a small garage.

(8)—If you are going to repair and store your own machine only, the garage should be at least 8 feet long and 6 feet wide inside. If you are going into the business of repairing motorcycles, the size will depend on how much work you figure doing and what kind of a building you can afford to rent or build.

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Magazines for Club

(1)—I am asking you to suggest magazines for the motorcycle club I have started. I take the motorcycle papers, but do not know what the boys would like to read during the winter.

Cincinnati, O. 'Secretary."

Answer

(1)—We suggest: "Detective Story Magazine," "Popular," or "Ainslee's"; "Field and Stream" or "Outer's Recreation"; "Popular Mechanics"; "Wide World," and the house organs of the various motorcycle manufacturers.

Oils To Be Used

(1)—Please give me the names of some oils for winter use in the Harley-Davidson and Reading-Standard motors.

(2)—What kind of grease is best for the three-speed gears of these machines?

(3)—Is graphite good for the Harley-Davidson and Reading-Standard clutches?

Winnipeg, Manitoba. K. L. G.

Answer

(1)—Mobiloil A, Harley Davidson Medium or Winter, Wolfshead Medium, Quaker State Medium (same as on air-cooled Franklin cars), Havoline Motorcycle Medium.

(2)—We cannot recommend grease of any kind, owing to its action on the ball-bearings. Use same oil as for motor.

(3)—No reason for any lubricant on Harley-Davidson clutches. On some models of Reading-Standard clutch uses light oil; on others it runs dry.

World's Records

(1)—Please tell me what world's records are held by American motorcyclists and who made them and where? I say the mile, kilometre, five miles solo and the same distance sidecar. My friend says the five miles, the mile and the kilometre sidecar are now held by a French rider.

"OLD INVINCIBLE."

Brooklyn, N. Y.

Answer

(1)—To date, following are the American-made world's records: Kilometre solo, 103.56 miles per hour; one mile solo, 103.75 miles per hour, April 14, 1920, by Gene Walker, Indian. The five miles solo has just been made at a speed of 100.29 miles per hour by Herbert Le Vack, Zenith-JAP, in Great Britain, exceeding the former record by Gene Walker.

The kilometre sidecar at the rate of 82.62 miles per hour and the one-mile sidecar at 85.40 miles per hour are new records set by Le Vack on the same motorcycle in England. These exceed the times made by Parkhurst at Daytona Beach, Feb. 17, 1920. The kilometre sidecar and one-mile sidecar rates by Le Vack exceeded another set made in France by a Douglas rider this October, the rider being English. Your friend is thus wrong.

Converting Old Model

(1)—I have a 1914 Harley-Davidson with two-speed gear in rear hub. I would like to know if a three-speed gear can be fitted to it and how much this would cost?

El Paso, Texas. ALFRED SMITH

Answer

(1)—We don't think you can convert this machine to a three-speed, but suggest that you write the Harley-Davidson Motor Co., Milwaukee, Wis., for information.

Suitable Carburetors

(1)—The carburetor on my Reading Standard is not giving the proper mixture, no matter how I adjust it. I am asking you to recommend another make in place of it.

A. W. GREELY.

Washington, D. C.

Answer

(1)—Your carburetor is probably worn around the throttle stem, or the air valve spring may be petered out or some other part may be defective. We can recommend the Carter and suggest that you try the latest model Schebler. If you are willing to pay the money, try a Zenith.

Resale Value

(1)—Please give me your opinion as to the resale value of a $300 motorcycle in good condition after one year of average service, and after two years of average service.

HERBERT SPIZA.

Cliffside, N. J.

Answer

(1)—Provided that the motorcycle is neither a discontinued nor an "orphan" model you can figure depreciation at 33⅓% for the first year. The resale value for your $300 motorcycle would then be $200. At the end of the

Success Secrets

ONST there wuz a man who went into Bizness for hisself. He wuz the same kind of a Man that he had been a Boy. He had been a Red Blooded, typical American youth, with the finest Horse, the finest Bull Dog, the best Foot Ball equipment, the handsomest Mother, and the bravest Dad anywhere in the world.

In fact, the very sight of that lad on Betsy Bobbett wuz a sight for sore Eyes. Betsy Bobbett wuz a young, keen limbed Bay Mare with Black legs an' a black Mane an' Tail. Walt Jones wuz rite in thinking him the prettiest piece of Horse Flesh on the rode.

When the other boys wuz steeling out behind the barn an' smoking Cigarettes an' trying to act Manly by being Tuff, Walt Jones shrugged his Shoulders an' sed, "Let 'em make fools of themselves if they want to!"

He grew up to be the same Independent man with high Standards of Life. He demanded the best an' He got the Best as a natural Result. He always had his eye on the group just above who wuz really doing Things—an' in a little while he wuz one of that groop.

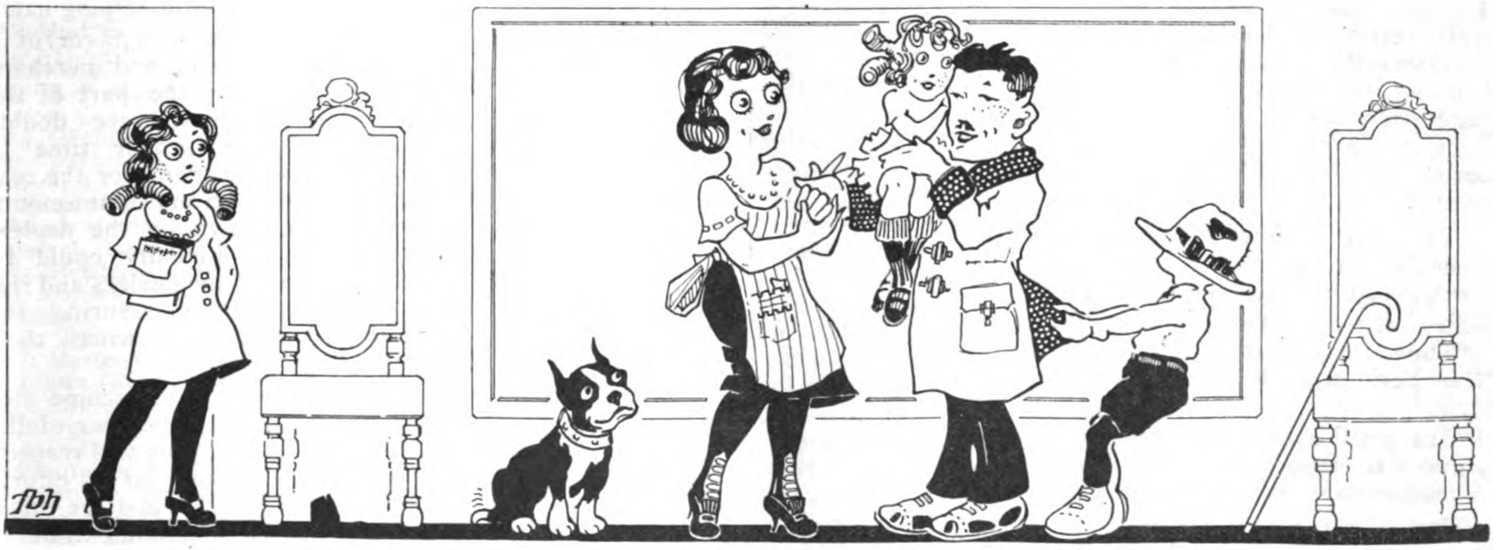
When he went into Bizness for hisself, Peppul sed, "He's always been a live wire but such fellows often fall down in Bizness."

They didn't take into Konsideration that Walt Jones hadn't been of the Smart Alex type, nor had his livewireism been of a useless kind. He had Learned to do Things, and to do them a little better than the other fellow.

The boy wuz Father to the Man. He took into Bizness with Him Enthusiasm, Faith in Himself, Determination, High Ideals, a Klean, Klear Mind, unclouded an' athletic in tendency. Peppul were ready to back hymn. He went straight ahead for the big groop Beyond—an' then for the bigger groop beyond THAT, an' sew on until today Walt Jones is one of the Big Men of his Kommunity an' Nation.

He still has the best Dog, the best fambly, the best Bizness, an' the best Friends in the world. The Reason is he has picked the best—all along!

There's A Grate Deal In Mentally Demanding An' Being Satisfied With Only That Which Is Good—Meanwhile Continually Striving For That Which Is Better And Ultimately For That Which Is Best. When We Think Failure, We Court Failure. When We Live In The Atmosphere Of High Ideals, We Cultivate A Crop Which Nothing Can Blite.



"He still has the best Dog, the best fambly, the best bizness, an' the best friends in the world. The Reason is he picked the best—all along."

QUESTION BOX

(Continued from preceding page)

second year the value would be only one-third of original, or $100. This does not mean that you could get no more than $100 for such a motorcycle, for much depends on the condition of the motorcycle market. The Question Box Editor had an Indian for five seasons; he sold it for $145 less than he paid for it. He spent about $100 on parts and accessories during that period. But his sidecar outfit depreciated in market value 20% on the day he rode it from the factory home after purchasing, as does every other motor vehicle. Fluctuations in motorcycle prices enabled him to get this difference in price.

More Speed Queries

(1)—Please tell me which is the faster motorcycle, the Harley-Davidson or the Indian?

(2)—Which motorcycle has made the fastest time, the Harley-Davidson or the Indian?

(3)—Did Ralph Hepburn make faster time on the Indian than on the Harley-Davidson?

JOSEPH YOVORCHAK.
Plymouth, Wisc.

Answer

(1)—We presume you refer to 61-cubic inch twin motors, as produced by the respective factories. Well, as a rule there is nothing to choose between these models as to speed, but your dealer may have a faster individual machine than another dealer in the same town and somewhere else, the situation may be just reversed. Why not have the Harley-Davidson and Indian dealers in your town show you which has the faster machine.

(2)—The fastest time made for a kilometre (5/8 of a mile) was made by Gene Walker on an 8-valve Indian at Daytona Beach, Florida, in 1920. The rate of speed was 115.79 miles per hour.

(3)—Hepburn's records for mile dirt tracks, his best performances, were made on an Indian. No records are allowed for motors of over 61 cubic inches.

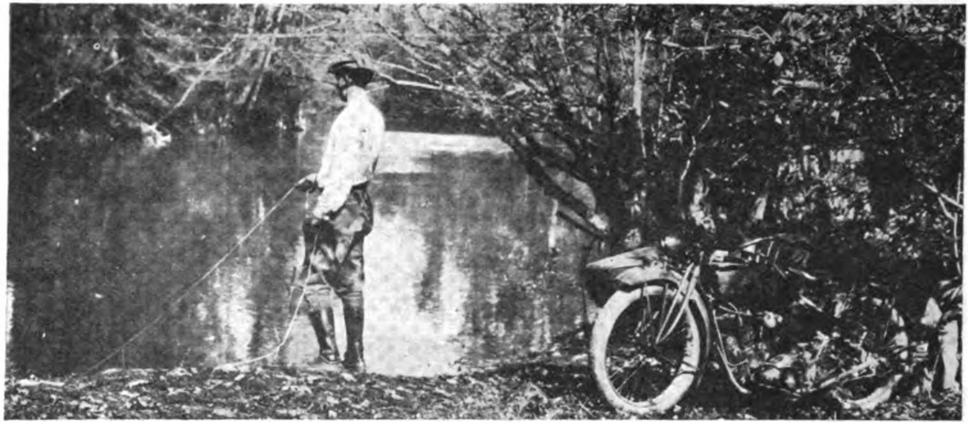
Adjust Low Speed

(1)—My Carter carburetor does not work well on low speeds now, but had no trouble with it formerly. Give me directions as to what is the cause.

Newark, N. J. F. H. DILLAWAY.

Answer

(1)—Probably defective low speed needle-valve, but try to adjust for low speed as per Carter instructions before condemning carburetor. Would advise communicating with the factory.



Mr. and Mrs. William Moore, Wyoming, Ohio, have traveled over 9,000 miles during the past season with their sidecar. Moore uses the outfit for long business trips and Mrs. Moore accompanies him on many of them. He says it beats railroads and trolleys for transportation. The picture indicates that pleasure as well as business gets aid from the motorcycle.

Problems of *the* Metropolitan Dealers

LAST week we published the letter of a middle western motorcycle dealer setting forth his ideas of what he considers the greatest problems confronting the motorcycle dealer, and his suggestions as to the solution. This week we present the opinions of a dealer in Greater New York. He writes:

"The most serious problems before us dealers at the present time are:

"The lack of co-operation among dealers of the metropolitan district.

"The antagonistic attitude of the New York press towards the motorcycle.

"The small amount of publicity that is given to important events achieved by motorcycles or motorcyclists.

"Surely, with the public so much interested in motoring and our manufacturers producing such wonderfully perfected motorcycles at such low prices, we could expect to sell ten times the amount of machines that we did a few years ago. Well, why don't we? Here is your answer: The motorcycle of today is advertised and sold as a competitor to the Ford and other low priced cars. In our opinion, this is a great mistake and should not be impressed upon the prospective buyers of motorcycles. They are in a separate class and should have their respective followers.

"We would suggest selling the motorcycle as a sport machine, thereby catering to the proper class. It will appeal to both young and old.

"To sell motorcycles in this manner we have found easy but we have experienced a little trouble also. After a person buys his motorcycle, has gone 100 miles in all four directions, he has seen all he wanted to see and has grown tired of solitary touring. We lose him as a motorcycle enthusiast simply because he could not find the proper companionship, not because the attraction of the motorcycle was not strong enough.

"Someone will suggest that there are enough motorcycle clubs around the city to keep the riders together, and we will answer that that is where we find fault. The members, without exception, are red-blooded sports with plenty of spirit, everything to make these clubs a success; only the atmosphere is poor and attraction, none.

"The reason for so many of our motorcycle riders turning to the automobile is that they can take their friends along, which they cannot expect to do with a motorcycle. The solution to this problem is to organize the riders and dealers of Greater New York, make one strong association of all the numerous smaller ones, under one roof and thereby put ourselves in a position to cater to every motorcycle rider at large. We mean that, besides boosting motorcycles, we could have libraries, gymnasiums, baseball, tennis, golf, etc., branches; also have accommodations for out-of-town riders. In this way, we could hold the boys together in the dull winter months when only 20 per cent. use their mounts. Then, in the spring, we could start off with the old crowd and add new faces to our clan.

"With the co-operation of this association and the dealers, we could arrange outings, picnics, hill climbs, races, and other sporting events.

"Now, a word or two about the lack of co-operation among the dealers. Many seem to have the idea that they are putting it over the other fellow by offers of exorbitant allowances and other inducements. Very rarely do they ask each other for a helping hand.

"We are very much in favor of a co-operative advertising and merchandising campaign on the part of the manufacturers, but we are doubtful if this is the proper time to put this plan before them, for the reason that there is not a sufficient amount of enthusiasm shown by the dealers and riders. This difficulty could be overcome if we get the dealers and riders together, thereby assuring the manufacturers that it is worth their while.

"The person who will become our leader, an outstanding member of the trade, one whom everyone will respect, will be more than repaid for his efforts in getting us organized, and the Show week is the most opportune time to start such a movement.

"We, ourselves, tried this and met with wonderful success. The movement was approved by 100 motorcycle riders, before we came across a person who disagreed and quickly convinced us that we were the wrong people to start such a movement; that our fellow dealers are quick to pick on such an opportunity to brand us as being selfish, if we were to be the leaders of such an organization. However, we are still of the frame of mind that we need an association of this type in Greater New York.

"About the attitude of the New York press towards the motorcycle we can take all the blame on ourselves. We do not advertise or pay for publicity and deserve no more consideration than we are getting. The press and public will consider us as back numbers just as long as we stick to our present policy."

His *Work* Goes On

Final Tribute Paid to William G. Henderson—Flowers and Messages from Many—Father Tells the Story of the First Four-Cylinder

By Paul J. Bailey

THE funeral of William G. Henderson was held Thursday at Oberlin, Ohio, where he was laid to rest in the family burial plot at Westwood Cemetery.

Great masses of beautiful flowers, sent by friends throughout the country, bore the last silent tribute and expressed the affection in which he had been held. Floral offerings had been received from the Ace Motor Corporation, Ace employes, directors of the National Automobile Chamber of Commerce, Prudential Committee of Oberlin College, Harley-Davidson Motor Co., Arthur Davidson, Walter Davidson, Excelsior Motor Mfg. & Supply Co., Arthur O. Lemon, Charles A. Persons, Society Automotive Engineers, Jes Campbell, A. B. Coffman, and a number of personal friends and relatives.

Messages expressing sympathy and extending condolences to his wife, were received from the Excelsior Motor Mfg. & Supply Co., Geo. T. Briggs (Wheeler-Schebler Carburetor Co.), Frank J. Weschler (Hendee Mfg. Co.), Harley-Davidson Motor Co., H. J. Reade (Wheeler-Schebler Carburetor Co.), Frank Meyers and W. H. Parsons (Motorcycle and Bicycle Illustrated), Jes Campbell, R. J. Williard (Newark Ace dealer), E. W. Fish (New York traveler), H. H. Young (Flexible Co., R. S. Woods (Pennsylvania traveler), Ernest Hughes (Indiana traveler), Melchior, Armstrong & Dessau, Inc., Henderson Motorcycle Sales Co. of Los Angeles, Martin C. Van der Wal, H. K. Roseberry (Goodyear Tire & Rubber Co.), L. A. Tomassi (New York Lubricating Oil Co.), Martin C. Stokes (U. S. Tire Co.), G. E. Atkins (Reading Standard Co.), and Robert R. Diener (Pottstown dealer).

On Tuesday evening the body lay in state at Mr. Henderson's home in Philadelphia, and scores of people called to look upon the face for the last time. Business associates, personal friends, Ace factory employes, motorcycle dealers and riders who had known and admired him, filed past the bier in an almost continuous procession throughout the evening. Those who had known him more intimately conversed in hushed tones with his father and with his wife, who was struggling bravely to bear up under the heart-breaking blow.

His father recalled the young man's earliest experiments in motorcycle construction, and the tenacity of his concentration on the idea without regard for discouragements.

"Ever since he was a boy he had an ambition to build motorcycles," the old gentleman said. "He used to tell me of his ideas and try to interest me, but I would try to discourage him, for I couldn't see any future for motorcycles then. I would point out defects in his plans and advise him to abandon the subject, but a few weeks or months later he would be back again with sketches of a better design in which the objections I had pointed out were overcome.

"As a young man he continued the development of his ideal for a finer kind of motorcycle, and grew so absorbed in his study of the subject that at last I began to fear he would injure his health by overwork. He was employed by a machine company in Cleveland at that time, but upon going home in the evening he would immerse himself in work on the design of a motorcycle, and stay at it until after midnight.

"Finally he came to me triumphantly, sure of his ground, with a design worked out to the last detail. It was a full-size working drawing of a four-cylinder motorcycle, complete down to every nut and bolt, with full specifications, in such a shape that a machine could be produced right from those plans. And as I examined these drawings I could find no flaws, could pick no defects as pretexts for discouragement, for it really was a wonderful piece of work, practical and attractive and far in advance of the times.

"I still did not feel that the motorcycle field offered business possibilities worth devoting his whole future to, but I was afraid he would make himself sick by overwork if he went on as he had been doing both day and night. So I had him give up his employment at the machine plant, and advanced money for constructing a model motorcycle of the design he had drawn up. I believed that when he encountered the practical diffiiculties incident to the building of an actual machine he would be glad to drop it and would thus have it off his mind.

"But I was vastly mistaken. With his attention freed of other duties he plunged into the work of building that motorcycle with all his energies. He worked night and day, hardly willing to stop to eat and getting only a few scant hours sleep each night.

"Of course, you know what followed. The motorcycle that he built was a success, and we formed a company to manufacture it, and from that time on he was wrapped up in pursuit of his ideal to make the very finest machine that ever ran on two wheels, and to put the four-cylinder type of motorcycle into a place of leadership."

The rugged old gentleman's voice throbbed with a quiet pride as he went on:

"He has been successful. He has done what he set out to do. His death prevents him from enjoying the material rewards which the future held for his long efforts, but it cannot rob him of the satisfaction of knowing that he had established the four-cylinder principle, had been a power for the betterment of motorcycling, had accomplished the great purpose which had been his guiding motive throughout the years. Others can carry the work forward from where he now leaves it, but there was no one who could have brought it up to this high stage of development if he had not. His was the task of blazing the trail, of charting a route across unexplored territory, of lighting a new path of progress. Without his glow of creative enthusiasm the endeavor would not have been started. His zeal and ardent energy carried it over all the difficulties and opposition and hardships that were in the path, and had won out into the sunlight of proved success when he was called away."

Thus appropriately was summed up the achievement of the man who had been removed from the scene of his labors at the height of his career when the future had seemed to hold brighter promise than ever before. The inscrutable ways of Destiny may not be questioned; so that he cannot know why he was taken away so soon when so much that was worth while needed him here. Perhaps beyond the dim Valley of Shadows some greater task awaited the clear vision and enthusiasm and honest effort that only he could supply. Perhaps his genius was needed for vaster problems and more magnificent engineering feats than any of this earth; and he was whisked away thus abruptly to other work. Perhaps the sorrow and loss of those who miss his presence here is overbalanced in the universal scheme by the importance of the accomplishments he is destined for elsewhere. It must be so. He Who sees All does not strike down blindly or without purpose. It is our misfortune that our limited mortal vision cannot pierce the veil and view his further triumphs in that distant land from which no travelers return.

WHERE SPEED COUNTED

THE following extract from the December 13 issue of the Philadelphia Public Ledger relates an instance of the effectiveness with which the Pennsylvania State Police equipped with motorcycles respond to emergencies and handle desperate characters:

SPEED KEEPS MAN PRISONER ON CYCLE

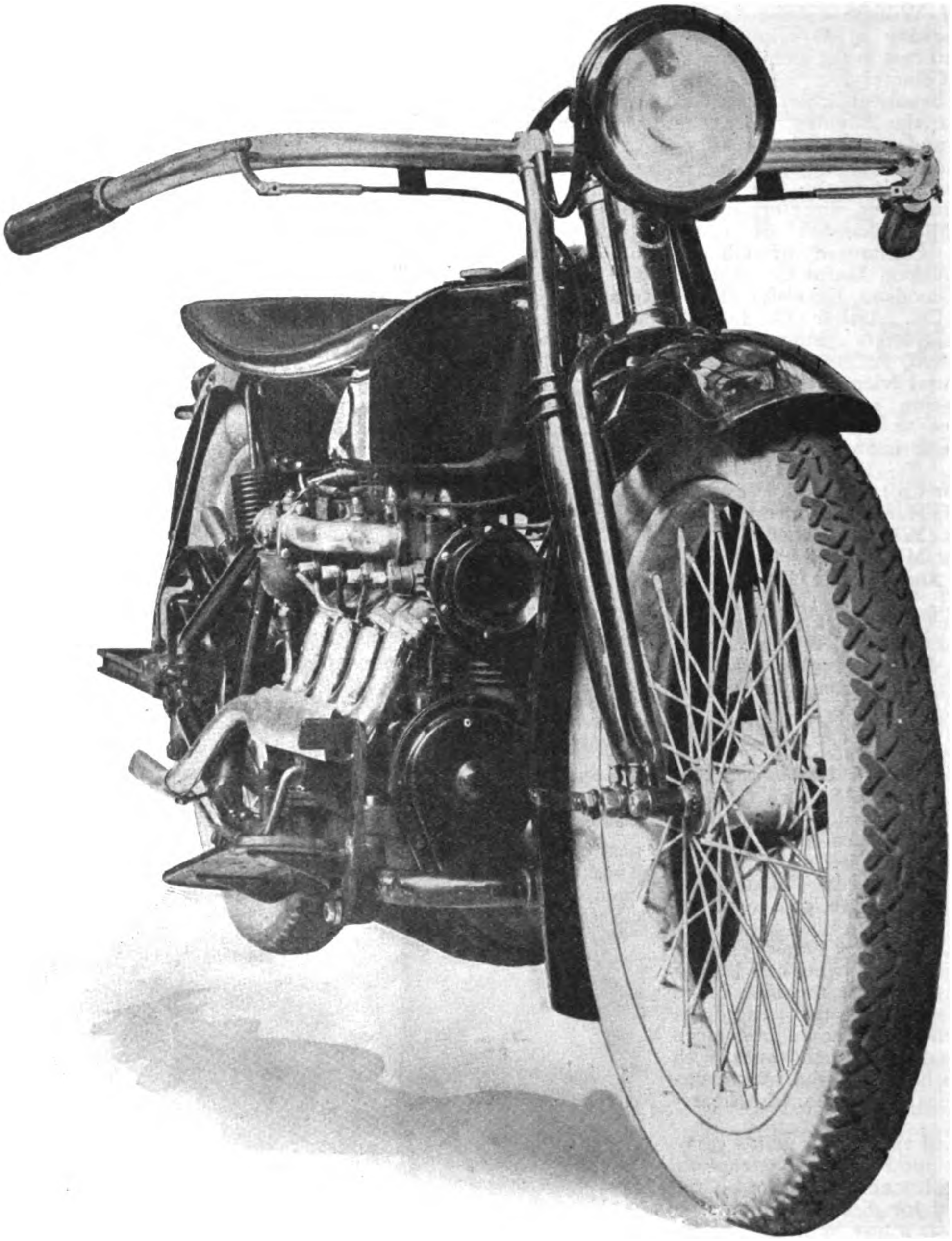
Trooper Rides So Fast to Station Culprit Doesn't Dare Jump

Invading the home of Mrs. Alice Burleigh, near Horsham, a man who gave his name as Thomas Yeddo is declared to have threatened to attack both Mrs. Burleigh and her eighteen-year-old daughter, Mary, and to have fired two shots at Thomas Burleigh, a son.

Pennsylvania State Trooper Robbins

After the arrest and with no police patrol available, the trooper ordered Yeddo to sit on the rear of the motorcycle, unshackled, and then drove the machine at such high rate of speed to the police station that the accused man did not dare attempt an escape or injury to the policeman, for any interference with the operation of the motorcycle would have meant death or serious injury to both the policeman and his prisoner.

Introducing the Ace



Silence—Speed—Supremacy

**IMMEDIATE
DELIVERIES**

ACE

$365 including high-compression motor, aluminum alloy pistons, drilled connecting rods, balanced countershaft, bucket seat with double spring system, nickel-plated sport bars and other features of expensive construction. Price is f. o. b. Factory; tax additional.

Tell the advertiser that you saw this advertisement in Motorcycle and Bicycle Illustrated. Both he and we will appreciate it.

Sporting Solo

—a mount for red-blooded road-riders

A new thrill for the seasoned "old timer," a delight for the keen sportsman who glories in fast flight and dauntless power, combined with the smooth flexibility of perfected four-cylinder design.

New high-powered high-compression engine with aluminum alloy pistons, drilled connecting rods and balanced crankshaft; new sport handle-bars, copperplated and nickeled; new bucket seat with double spring system and still lower saddle position. Riding position that's "just right" for both comfort and security in fast and snappy road traveling—low, perfectly balanced, under complete control whether on turns or straightaway.

Skim the cream of motorcycle sales by supplying the most critical riders of your territory with Ace Sporting Solos. Write for detailed information about this new machine and the Ace sales proposition.

ACE MOTOR CORPORATION
2201 E. Erie Ave. PHILADELPHIA, U. S. A.

ACE

What Motorcycle Clubs *and* Riders Are Doing

HILL CLIMB AT LOS ANGELES

Los Angeles, Cal.—Because of rain on December 10 the M. and A. T. A. hill climb at Emery Park was postponed to January 7. "Cannonball" Baker will referee. All of the western hill climb stars are expected to compete.

TO CELEBRATE THE NEW YEAR

San Francisco, Cal. — The San Francisco Motorcycle Club has appointed a committee to make arrangements for holding a masquerade ball early in the year. Gene Herrel, the club's road captain, is chairman. It is also planned to hold a New Year's celebration on New Year's Eve.

HOLLAND CHAMPIONSHIP

Rotterdam — The final contest for the championship of Holland, held under the auspices of the Dutch Motor Race Circle, was won by Flintermen on an Indian Powerplus. Flintermen forged ahead at the start with a lead of about a hundred yards, which he held throughout the race. Herkuleyns, Harley-Davidson, was second, and Brinkhof, Henderson, third.

BAY RIDGE CLUB DOINGS

Brooklyn, N. Y.—The B. R. M. C. held their fourth annual social at their club rooms, 8819 Fourth avenue. Every one of these socials has proved a success, but this year's knocked them all cold. George Blye and Walter Reele had a wild time giving out the live pigs and ducks and chickens to the winners. Mrs. Harper and Mrs. Reele were also kept busy when the Java boiled over, and served coffee, cake and sandwiches to the crowd.

ST. NICHOLAS CLUB REGISTERS

New York City — The St. Nicholas Motorcycle Club, 2065 Amsterdam avenue, is the latest to register with the M. & A. T. A. Their charter is No. 156. Officers for the coming year are: E. A. Trede, president; William Ritter, vice-president; E. J. McEvoy, secretary; George Vogt, assistant secretary; Martin Stephens, treasurer; C. Kuntschke, road captain. All the members are live wires, and numerous activities are planned for the winter that will keep every one happy and interested.

TWICE IN THE SAME PLACE

Chicago, Ill.—Talk about tough luck! Michael Port, 1031 N. Sacramento Avenue, Chicago, takes the first prize. Last year he had an Excelsior motorcycle stolen—October 22 was the date. The thieves liked it so well that they came back on October 14, this year, and stole a Model K Henderson that he had purchased to take the place of the lost Excelsior. He is planning to get a Henderson De Luxe in the spring, and would like to have some one tell him how to keep the thieves away from it. He offers a reward of $50 for the Model K, motor number K-3716.

ANOTHER TROPHY FOR SPEER

San Francisco, Cal.—Finnigan Speer, well-known rider and hill-climber, was married recently to Miss Bernice Hurtbert, of this city. There was a large crowd of boys from the San Francisco Motorcycle Club in attendance to see that everything was done properly. "Terrible" Terry, well-known rider, officiated as best man. Miss Evelyn Kerns was bridesmaid. Edwin Christie, "Rocky" Ford and M. C. Tracy acted as entertainers. Dancing and a wedding supper were features of the affair. Pat Speer, the bridegroom's brother, made his first public appearance on the occasion after spending some weeks in the hospital, where he was operated on for appendicitis. Finnigan Speer, Terry and a number of the other men present are members of the Dudley B. Perkins' force in his Harley-Davidson agency on Van Ness avenue. Finnigan Speer has been successful in a number of events, the last being June 18 of this year, when he won the Harley-Davidson trophy, South Pacific Sectional Championship, for the San Francisco Hill Climb, given under the auspices of the Golden Gate Motorcycle Club. The new Mrs. Speer is also an enthusiastic rider.

NEW JERSEY CLUB ELECTION

Newark, N. J.—The annual election of the New Jersey M. C. resulted in many new officers filling the chairs for 1923. Robert J. Williard, manager of the Haverford Cycle Co., was chosen as president. Jack Neis was elected vice-president. R. J. Shefler was returned as financial secretary. T. A. McLoughlin was elected as recording secretary, and Oscar Haug will be in charge of the treasury. T. A. McLoughlin was re-elected as road captain, and will have as assistants E. B. Holton and Eric Brattstrom. The club will hold its regular Christmas Tree run to Midvale the Sunday before Christmas, and will start the 1923 season off with a club run on New Year's Day.

GOLDEN GATE HIGH JINKS

San Francisco, Cal.—Stunts pulled off at the last smoker of the Golden Gate Motorcycle Club made a hit with those present. In the doughnut-eating contest each man was provided with a peg, on which was placed two succulent sinkers. The contestants knelt, with hands tied, and the man who ate his doughnuts first and whistled knew he would win a five-gallon can of lubricating oil. Leo Sweeney came through with the first whistle. In another event contestants laid on their backs on the floor and drank milk from babies' bottles. Lee Hensick was the first to empty his bottle. S. Kirkwood won in pinning the tail on the donkey. There was a tug-of-war on the dance floor, and the team captained by Harry Kerns won.

TWENTY MILES ON THE RIM

Oakland, Cal.—The recent Northern California Motorcycle Run stirred up more interest in this locality than has been the case in motorcycle events in many years. As riders checked in in Oakland, third city in importance in number of motorcycles in California, the crowd was so dense waiting to see the riders come in that a squad of police was necessary to keep the street open to traffic. One of the pluckiest contestants was Louis Larson, of Berkeley, who, riding a Scout, scored perfect in the novice class. After riding 320 miles his rear tire was punctured so badly that he was forced to ride the balance of the run—20 miles—on the rim in order to score perfect. This was the gamest performance in the run, and won for him the Indian trophy.

WILSON NEW JERSEY SIDECAR CHAMP

Newark, N. J.—The final contests of the New Jersey Motorcycle Club sidecar and solo championships were held last Sunday at Seidler's Beach. In the deep sand above high tide the riders were given acceleration tests, also slow running. The winner of the sidecar championship was Prestin Wilson, who drove his Harley-Davidson sidecar through the seven contests with a total score of 18 points. T. A. McLoughlin was second with 22, and W. J. Mosher third with 23 points. All three men rode the same make of machine. The winner of the solo award cannot be announced at present. Allan Hascall has 11 points for the seven events contested, and Al Neuhaus has 10. Al M. Terpening, who did not take the first two contests, has a total of 8 points at present and has a chance to beat out Hascall for high honors. The events to be held are fast acceleration and two slow runs on brick pavement near Rahway. The first clear Sunday will give the club an opportunity to clear up the matter. In the events held at Seidler's Beach William Ehlers, riding a Henderson De Luxe, won the sidecar fast acceleration with a variation of .16 of a second. His best ride was 11.99 seconds. Wilson was second with .51 of a second variation. McLoughlin was third with a 2.62 seconds variation, and P. R. Trimmer, Ace, was fourth with the fastest ride—9.08 seconds—but the biggest variation—over 4 seconds. McLoughlin drove his Harley-Davidson into first place in the slow run by taking up 183.8 seconds to cover the same distance as the fast accelerations. Wilson was second and Mosher was third. Terpening and his Ace won both of the solo events. Terp's acceleration varied .62 of a second. Neuhaus, Scout, was second with 1.09 seconds, and Hascall third with 3.86. Terp won the slow event by juggling his mount through the sand, not touching a foot to the ground, in 26.01 seconds. Hascall was second with 17.31 seconds, and Neuhaus was third. He was penalized for touching a foot to the ground, although his ride of 27.15 seconds was the best ride.

READING CLUB MEMBERS INSURED

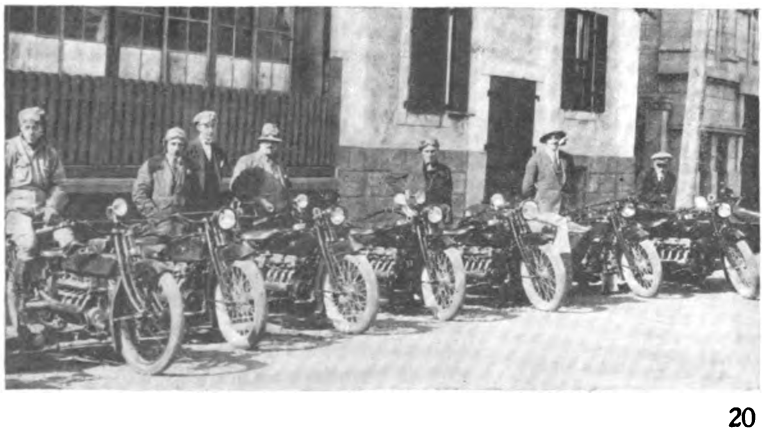
Reading, Pa.—Fifty-one members of the Reading Motorcycle Club signed a group application for blanket insurance, at the December meeting. More members are expected to sign at the next session. The club is one of the largest and strongest financially in the country. The policies will cover death by sickness or accident and cover other features as well. The club decided to present Driver O'Hearn, who was spilled in the club's November hill climb, with a new suit. His suit was ruined in the fall. The following officers have been nominated, the election to be in January: President, D. L. Wagenhorst; vice-presidents, George Scott and Charles Brubaker; secretary, Harry Hart; recording secretary, Scott Frankford; treasurer, Charles Sweigart; trustee, R. B. Fritz; captain, Otis Hettinger; referee, J. Armour Anderson.

YORKVILLE CLUB NEWS

New York—The Yorkville Motorcycle Club wishes to thank MOTORCYCLE & BICYCLE ILLUSTRATED for the publicity and cooperation it has given the club. On Dec. 2, 1922, the club held their first annual package party and dance, which proved to be a tremendous success with an attendance amounting to over 300. The club has something of interest at every meeting. Last meeting it consisted of a dark horse raffled at 10 cents a chance, the returns to be given to the Christmas fund for poor children taken care of by the N. Y. American. The package was won three times before it was opened and to the boy's surprise it was a silver Gillette Safety Razor. The returns amounted to $15. If there is any individual interested in joining a club of this type of good fellowship he should file application before Jan. 1, 1923, as the initiation fee will be raised from $1 to $2, applications to be had at 421 East 75th St., any day, any time. If there is any club that wishes to have the cooperation of the Y. M. C., such as runs, dances, etc., they can notify by mail, or phone Rhinelander 4083.

MARYLAND ELECTS OFFICERS

Baltimore, Md.—At the Dec. 11 meeting of the Maryland Motorcycle Club the following officers were elected: President, J. P. Brandau; vice-president, G. S. Sandruck; treasurer, Louis Helm; secretary, W. L. Bond; road captain, E. P. Buell. Club rooms are still maintained at 1511 West Lafayette avenue. Secretary W. L. Bond's address is 4709 Ready avenue, Baltimore, Md. The new road captain promptly announced a tentative schedule for the club's sporting events for 1923. He expects to promote one event each month, beginning in April with a hill climb. Other clubs in Pennsylvania, Delaware and nearby States are invited to correspond with the Maryland Motorcycle Club, with the end in view of fixing competition schedules so they will not conflict as to dates. In that way those clubs can be assured of the attendance of neighboring club members at their hill climbs and other events, for it is obviously poor policy to run hill climbs near each other on the same date. This same applies to endurance runs. It is earnestly requested that the other clubs get in touch with the secretary of the Maryland club at once and by correspondence arrange schedules which will not conflict.



Members of the Yokahama, Japan, Motorcycle Club on a recent tour of Yaguchi Ferry on the Tamagawa

A Rushin' Ride

By Rolin Stowen

"As absorbing as a sponge," is the enthused remark of one noted critic who has just finished reading "Sidelights on a Sidecar Trip," the book on which Powhatan Simcoe Hicks, the noted traveler, lectured before the Squankum Motorcycle and Flivver Club. The book is descriptive of a motorcycle tour by the author and his valet, Jenks, up the Russian steppes and down again. It is the second volume by the noted traveler and author, his first being "Cycling Through Ceylon."

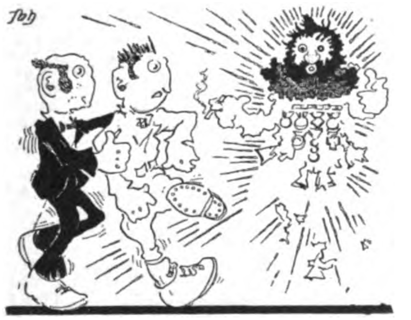
All motorcyclists contemplating spending a summer vacation in Russia should either hear Powhatan Simcoe Hicks lecture or wait for his next volume, "Rushing Through Russia."

The lecture in part was as follows:—

"Near Otdawg, about four versts north of Zoylik, on the Vladivostok Trail, we had our verst experience and found the verst roads in Russia."

He paused while laughter filled the room, then lighting a Camel he resumed, "Here it was that we lost our reserve supply of gasoline through the unweaned curiosity of the natives.

"At an inn, the Kumon Inn, Otdawg, we put the sidecar up for the night. Unfortunately, my man Jenks, did not drain the gas tanks of the machine although he did pack the concentrated gasoline tablets in my grip. The tablets are an invention of my own.

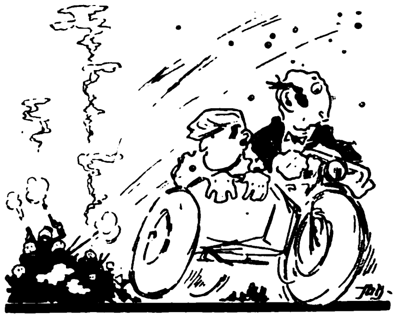


"But I will proceed. As we were ready to leave in the morning, I soon found that my man, Jenks, was unable to start the motor. I tried in vain to do so, when Jenks tired.

"The garage hand was a tall distinguished looking chap with a two foot beard, broken down member of the old aristocracy, named Count Ivan Hoeski. Although his overalls were tattered and grimy his breast glittered with medals and decorations that clanked like a junk wagon when he walked.

"I was weary from kicking the motor over, so was my man Jenks. I took out my cigarette case and offered one to the broken down count. It was a most acceptable gift. I offered him my match. There was a blinding flash and a dull boom. The air was filled with smoke. When it cleared we discovered one medal and the air was heavy with the smell of burned clothing.

"Ah ha! Ihad discovered the reason my motor did not respond to the vigorous kicks of myself and my man, Jenks. The poor deluded count had quaffed deeply of the gasoline in the mistaken notion it was a new brand of vodka.



"Sure enough, upon examination I discovered both tanks were empty.

"I bid my man, Jenks, get the gasoline tablets in my portmanteau which he did, only to discover my secret solution that dissolved the tablets had evaporated.

"As we left Rocyt we saw how much we were missed by the natives—they fired seven rounds of ball cartridges and never scored a hit.

This was due largely to the dexterity of my man, Jenks, who drove zig-zag across the road. He afterwards confided in me to the extent that two glasses of vodka had helped considerably in his erratic course.

"Thirteen versts beyond, near Howcom, the sidecar tire went flat with a report that made us both instinctively duck our heads. It was a real burst, luckily a bologna peddler came along and we were able to purchase a large enough sausage to serve as a sidecar shoe. We reached Louzee, where we found a service station open. The old shoe was vulcanized.

" 'We feel,' I asked, for I speak Russian fluently; this of course, meaning how much does the bill amount to.

" 'Fourteen thousand roubles,' he muttered through his Ostermoor, with a baleful glance at my stick pin and watch chain.

"Ye gods, fourteen thousand roubles for a vulcanizing job.

"I looked at the big moujik. He glowered back.

"Not a chance to steal away from that big brute.

"Turning to my man, I said, 'Jenks, come with me. We must raise the money somehow, even if we sell the sidecar outfit.'

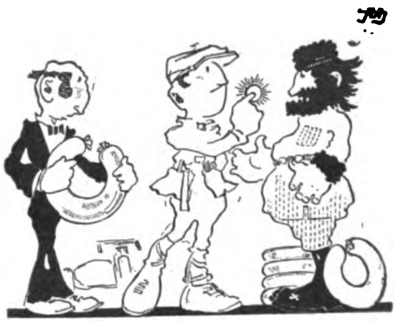
"I went across the street to the Post Office. I asked the clerk if he wanted to buy an American motorcycle in first class running order. He said he did, but he wanted to look the machine over first. I led him back to the vulcanizers. He looked the machine over, sat in the saddle and stood up on the foot boards. I shifted the gears for him. He then pinched the tires. He stood off and gazed at the machine. He meditated. I glanced at the shop and saw the big man watching us.

"At last the post office clerk spoke.

" 'The machine looks good enough, but you know how a last year model depreciates. I'll give you eight million, four hundred thousand roubles and nota cent more. What d'ye say?'

"My brain whirled as I tried to translate that into dollars and cents. I could return home, buy the Woolworth system. Why I could buy out Henry Ford any—then the voice of the post office clerk broke into by dreams.

" 'That's three hundred dollars in real American money,' he said. 'You can't beat that price this side of Petrograd.



"Slowly my brain stopped whirling. It steadied. Why—why that vulcanizer only wanted fifty cents for his work.

"I dug my hand into my pocket and drew out a shiny half dollar. I offered it to the big moujik. He rushed up and grasped it, then bit it to see it was silver.

"I hopped into the sidecar and told my man, Jenks, to get on the saddle and be off. Jenks did not delay a moment.

"We rolled out of the village in a cloud of dust with the post office clerk and the big moujik gaping after us. We kept on going toward Wyzkip, a sea port town.

"Seven versts from the place our motorcycle stopped. Our motoring trip was over. A hasty diagnosis showed that the engine expired of angina pectoris from copious doses of vodka to the carburetor.

"The further adventures of myself and my man, Jenks, may be found in my next book, 'Rushing Through Russia,' out January 15. The price will be $1.35 which is the standard price of all popular fiction."

Among *the* Dealers

SPEEDERS, WATCH OUT!

Chino, Cal.—The city council have approved the purchase of a Big Chief 74, the sale being made through Chief Williams, the Indian dealer in Pomona.

NEW AGENCY AT BEDFORD, IND.

Bedford, Ind.—Opal Henderson has taken on the local agency for Indian motorcycles. He will carry a complete line of parts, and is prepared to give A-1 service in every particular. "A square deal to all," is his motto.

FREDERICK SLAMS IT OVER THE FENCE

Columbus, Neb.—Ernest Frederick, Harley-Davidson dealer, is hitting the ball hard this season, having already beaten his 1922 record in the sale of new machines. He states that he has several live prospects all lined up for new 74's.

READING DEALER ROBBED

Reading, Pa.—The store of John G. Nuebling, this city, was robbed for the sixth time this month. The robbery proved the "finish" of a gang of three youths, who were captured and sent to the penitentiary at Philadelphia. For this and other offenses they were given terms ranging from four to six years.

SCHEIFLEY BOOSTS POTTSTOWN

Pottstown, Pa.—D. G. Scheifley, Harley-Davidson dealer, says if you want to see a town where motorcycles are more popular than ever come to Pottstown. He's doing his share to keep them that way. He has sold five new Harley-Davidsons this fall and a number of rebuilt machines. His store at 378 High Street is one of the best managed in this part of Pennsylvania.

KETCHUM CATCHES 'EM

Ottawa, Ont.—Ketchum & Company, Sparks street, experienced fine bicycle business during 1922, according to George Henzell, manager of the bicycle department. Mr. Henzell expressed the belief that bicycle sales next season would be even greater than during the past twelve months. The bicycle trade has always been a strong feature of the Ketchum company's business in Ottawa.

SAVAGE TO CONCENTRATE

Sioux City, Iowa—C. R. Savage of the Chas. E. Wilcox Co., Harley-Davidson dealer, reports their shop is now 100 per cent Harley-Davidson, having recently cancelled contract for another motorcycle which they had been handling. They are now planning an extensive sales campaign and look forward to an unusually profitable spring business.

SAWYER STICKS TO H-D

Haverhill, Mass.—H. R. Sawyer has again signed up with the Harley-Davidson Motor Company, having decided to give his attention and time to the Harley-Davidson exclusively. Mr. Sawyer looks forward to a big motorcycle business, as considerable enthusiasm is being shown with the new models at popular prices. Conditions in and around Haverhill have shown a decided improvement within the past few months and things are now back to normal.

NEW DEALER IN INDIANAPOLIS

Indianapolis, Ind.—Clifford C. Allen, of the Allen Repair Shop, has taken the Neracar agency for Indianapolis and vicinity. Mr. Allen has been conducting his business at 818 Parkway Avenue, but has made an arrangement to open a much larger motorcycle establishment at 509 Massachusetts. This is across from the Harley-Davidson agency, and establishes a new motorcycle center in Indianapolis. Mr. Allen has taken delivery of two Neracars, and already has several sales lined up and a number of prospects for spring delivery. Mr. Allen is a great believer in the Missouri slogan, and as soon as Baker had finished his transcontinental trip Allen made haste to jump on the Neracar band wagon.

When Bob Upchurch of Raleigh, N. C., sells a machine to the police department he sees to it that everyone knows it by parading it through the streets with a big banner fastened to the sidecar.

CARVER LOOKS AHEAD

Binghampton, N. Y.—George S. Carver, Harley-Davidson dealer, can see enough business ahead, providing he goes out after it, to warrant investing several thousand dollars to put his store in a class with the best motorcycle sales rooms in the state. As George and his right-hand man—Puggy Sturdevant—put it, "There is plenty of business to be had if we go after it in an aggressive way." When alterations are completed he has plans for a dance and buffet lunch in the store.

BAKER EAST FOR HOLIDAYS

Indianapolis, Ind.—"Cannonball" Baker, of this city, premier transcontinental record driver, is home from Los Angeles, where he finished his recent coast-to-coast economy record with a Neracar. Baker returned to this city to spend the holidays with his family and also to wind up his local business affairs and remove to Los Angeles, which will be his future home, realizing a long-cherished ambition to live in southern California. He has established an automotive business there, but will continue his long-distance driving, and has several contracts for next year.

ARTLEY LINES 'EM UP

San Francisco, Cal.—Before leaving to call on Ace dealers between this city and Los Angeles, via the valley route, Roy Artley reported that dealers in the Pacific Northwest are anticipating the biggest year in motorcycles they have had for some time. The Ace will have several new dealers in the Northwest this spring. The East Side Motorcycle Co., of Portland, Ore., Ace dealers, report business good. They are selling their share of machines and sidecars. Arthur Westover, the Ace dealer in Seattle, is busy selling new machines and turning out repair work. He repairs all makes of machines and keeps two men busy in the shop. James F. Cameron is the Ace dealer in Victoria, B. C., and he is very enthusiastic over the outlook.

ACE IN BRADFORD

Bradford, Pa.—Ace motorcycles will be sold in this prosperous little city for the 1923 season by Charles Fredricks, the well-known dealer here, who has been established in this territory for a number of years. Mr. Fredricks completed arrangements for this territory with Traveling Representative R. S. Woods of the Ace factory when the latter was in this city recently, and is very optimistic over prospects for large spring sales. Mr. Fredricks is assisted by his son, who is about sixteen years old, and the two make a very live combination. Fredricks is forty-three years old, full of aggressiveness and dynamite, a competent mechanic and an able salesman. Bradford is an oil town. It is no unusual sight to see a derrick located in the front garden of a handsome residence, pumping the liquid wealth from the earth. Bradford is well provided with money, so that prospects are excellent for a thriving motorcycle business.

GETTING FREE ADVERTISING

West Frankfort, Ill.—T. H. Dailey, Indian dealer, last month sold the city a Chief, and before they used it Dailey called on the mayor and asked him to put the machine on show uptown. He had the machine put in the window of the largest furniture store in town with three snappy signs around it, reading as follows:

"The Lives of Our Citizens Must Be Protected."

"This 1923 Indian Chief has just been bought by the City of West Frankfort to catch speeders with."

"Speeding has got to stop. If fines don't stop it we are sure JAIL Sentence Will."

Business conditions have been bad in this part of the country on account of the coal miners being on a strike. Dailey got busy and started to work prospects in other lines of work. The results were that he sold a good many second-hand machines and has some nice prospects for new machines in the spring.

CANADIAN DEALERS MAKE PLANS

Ottawa, Ont.—The monthly meeting of the Canadian Bicycle Dealers' Association directorate for December was held in Hamilton, Ontario. One of the important matters in hand was the 1923 Bicycle Week, which is to be conducted May 5 to May 12. The policy adopted by the association is that Bicycle Week is to be regarded as a "show week," during which all dealers are to make special displays of bicycles in their own stores, conduct special newspaper and other advertising and centralize selling effort generally in their own show rooms. Where desired the dealers are to conduct a formal opening of the season prior to Bicycle Week, the opening celebration to be held in March or April, according to climate. Following Bicycle Week the dealers will be expected to stage outdoor stunts, races, parade, picnics and runs on appropriate occasions, thus extending the period of special trade showmanship and boosting. The Canadian executive received intimation that the Ontario Provincial Government was preparing legislation which will result in all cyclists being required to use a light on their wheels after nightfall, this to be a white light in front with red reflector on the rear. A side-lamp which shows a white light in front and a red light toward the rear will be acceptable, it is understood. The directors of the Canadian trade association favors the use of lights on bicycles at night because of the automobile menace.

The executive decided to press the government authorities for an official recognition of the rights and responsibilities of bicycle riders as users of the highway and as owners of a recognized vehicle in order to secure the proper status of the cyclist in all occasions. The association is also seeking regulations to provide more legal protection for bicycle riders on roads and streets. The association formally congratulated George Wenige, of London, Ontario, immediate past president of the association, on his recent election as Mayor of London.

Floyd Clymer's new store in Denver.

DAUBERMAN SELLS OUT

Canton, Ohio—Amous W. Dauberman has sold his stock and fixtures to the America Cycle Co. of Canton, one of the largest cycle dealers in this part of the state.

MIHALIK LANDS THE BUSINESS

New York—"Never mind the past, look ahead," is the motto of Charles A. Mihalik, Ace dealer at 421 East 75th street. He isn't worrying about the cold weather. He says this is the time to get after prospective customers and to prove he knows what he is talking about exhibits his order book on which he has deposits for twenty Ace motorcycles and Observer sidecars to be delivered in February and March.

BUSINESS GOOD IN AKRON

Akron, Ohio—A survey of the more important shops in the Akron district the past week showed that motorcycles are selling better at this time than any previous month since the busy summer season. Rubber workers, now assured steady employment, again are turning their thoughts to recreation. Dealers in the Akron district expect to get together early in the new year and talk over plans for exploiting motorcycles and will do everything possible to stimulate interest in motorcycling next year, it was said this week.

KRUCK PUSHING SCOUT CLUB

Sioux City, Iowa.—John Kruck, the live wire Indian dealer, is up on his toes and getting things lined up for spring. The new 74" chief is sure getting the boys to talking and according to John it is going to be his big seller. He is getting busy right now on the Scout Club plan and feels that a plan like this cannot help but get the business. He reports a fine Xmas bike business. Weather conditions have been against him but he is not letting up any on this account. He has a beautiful window display that is helping him to get business.

COONS A HUSTLER

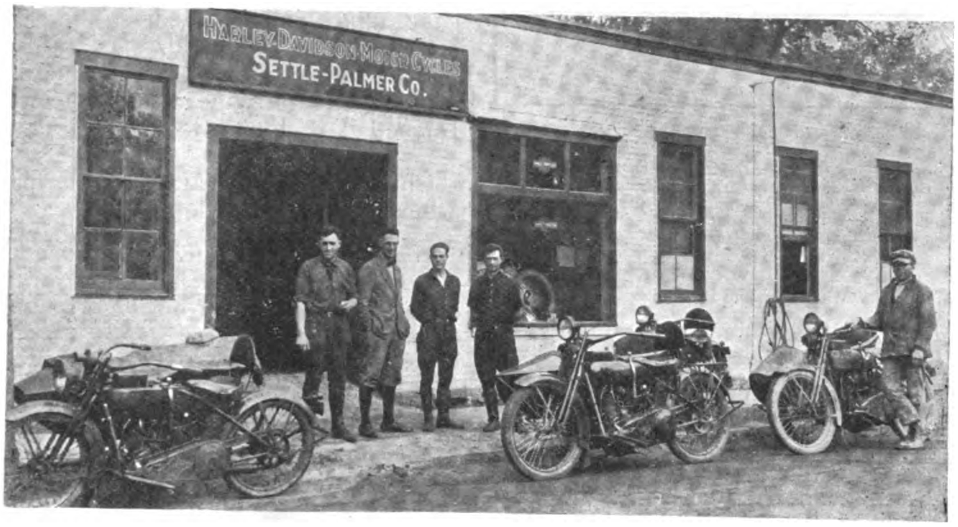
Pensacola, Fla.—Dwight E. Coons, who recently took the agency for the Harley-Davidson, has so far sold five machines and a sidecar, one to the city of Pensacola. Mr. Coons is a hustler, and is a go-getter. His predecessor hardly sold a machine in the past two years. Pensacola has one of the largest naval air stations in the country, and another station has been recently started for land planes. When Fred St. Onge got in town Mr. Coons was the first to hunt him. Coons also sells bicycles. Realizing Fred is awfully busy during the week he took it upon himself to give him a day's rest, and devoted the day to driving Mr. and Mrs. St. Onge around. This is just an example of southern hospitality.

TRAVELS FAR TO SEE ST. ONGE

Montgomery, Ala.—W. A. Cumbie of Dothan, Ala., came here for the express purpose of seeing Fred St. Onge put on a sociable bicycle ride. Dothan is a town of 1,200 people about 120 miles from here. Mr. Cumbie reads the trade papers every week and is an enthusiastic dealer. He was the guest of M. P. Smith, and George Todd, Montgomery's live bicycle and motorcycle dealer, fitted Mr. Cumbie with a brand new bicycle to ride in the parade. Mr. Cumbie acted as one of the judges at Cramton Bowl. He stated the work of St. Onge is just what he wants in Dothan and promises to give him fine support when he visits there. He will put on a bike ride for the cyclists of Dothan, shortly, following out suggestions made to him by St. Onge.

CLYMER IN NEW STORE

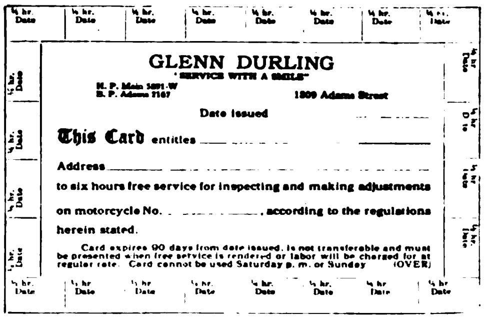
Denver, Colo.—Floyd Clymer, Indian distributor for Colorado and Wyoming, with headquarters in Denver, has moved his entire establishment from the location he has occupied on Broadway to a new building fronting on the Civic Center, opposite the Greek theatre. The new location is but a block away from the old stand, in a building that offers decided advantages in sales and service facilities. Housed in the same structure will be the spotlight enterprise and a light-car agency which Clymer has recently acquired. A goodly portion of the new building will be devoted to the sale of bicycles; and, as evidence that the organization expects to bear down hard on this branch, they have just received a large shipment of Indian bicycles. Clymer's organization occupies the entire building—two floors and basement.



The Settle-Palmer Co. agency at Glens Falls, N. Y.

CHRISTMAS BIKES GO LIKE HOT CAKES

Grand Island, Neb.—In February of this year Isdell & Hintz opened up a motorcycle and bicycle store with a very limited capital but they did not let that stop them from going after the business. They took on the Indian motorcycle and bicycle for their leaders and are satisfied to stay with it. They are now in the midst of a rousing bicycle campaign and although the weather is extremely cold and disagreeable they are selling all the bicycles that they can get and are waiting for more. They are both young fellows and are motorcycle riders and are well liked by all the riders. They have a list of prospects as long as your arm for motorcycles and are working them hard all the time. The Scout Club Plan is a knockout to quote Mr. Isdell and he is very enthusiastic about it. He is going to get right out in his territory with a machine as soon as the weather gets good and he says they will have to run pretty fast to get away from him. They have a beautiful window which is decorated with a Xmas appeal that is hard to beat.



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GLENN DURLING
"SERVICE WITH A SMILE"

H. P. Main 5891-W
B. P. Adams 7167
1809 Adams Street

Date issued ____________

This Card entitles ____________

Address ____________

to six hours free service for inspecting and making adjustments

on motorcycle No. ____________, according to the regulations

herein stated.

Card expires 90 days from date issued, is not transferable and must be presented when free service is rendered or labor will be charged for at regular rate. Card cannot be used Saturday p. m. or Sunday (OVER)

¼ hr. Date ¼ hr. Date ¼ hr. Date ¼ hr. Date ¼ hr. Date ¼ hr. Date ¼ hr. Date ¼ hr. Date

Every purchaser of a motorcycle gets six hours of free service from Glenn Durling's Toledo store. The service is limited to the ordinary adjustments and care that a new rider is not familiar with, and must be taken within 90 days of the time of the purchase of the machine.. Each quarter hour is checked as service is rendered, on a card which is given the rider when he get his machine.

STRIKE OVER, BUSINESS IMPROVES

East Liverpool, O.—The bicycle and motorcycle industry, which has suffered a severe setback since October 1, when 15,000 potters in the district went on strike, is slowly resuming normal, following settlement on December 9 of the strike and the return to work of practically 100 per cent. of the workers. Trotter and Son, the largest distributors of bicycles in the upper Ohio Valley, report a gain and that by the first of February that it will again be normal. There is a much better tone since the strike in the motorcycle industry, officials of the two leading stores here said the past week. Many inquiries now are coming in and it is predicted that providing there are no sharp advances in prices that sales will mount high this next spring. Bicycle and motorcycle accesories shops report business off, excepting tires. An advance in bicycle tires is predicted soon after the first of the year.

AN OLD FRIEND WRITES

EDITOR "Motorcycle and Bicycle Illustrated"—Enclosed please find money order to renew my subscription to your magazine. I look forward to its coming every week.. I have been taking it since 1914. Who is your oldest subscriber? Why don't you publish a list of them sometime in the magazine? JOHN ANDERSON.

Palmer, N. Y.

ANOTHER WALKER CARAVAN

Boston, Mass.—Mid-winter has no retarding effect worth mentioning on the business of W. J. Walker, the hustling Ace dealer of this city, as he simply keeps right on going and never lets the weather man know that he has noticed the change in the calendar: Mr. Walker has just ordered two more carloads of 1923 Ace motorcycles for immediate shipment, and reports that, if the demand continues as lively as at present, this supply will be insufficient to last him any particular length of time after the shipment reaches Boston. Walker's success is eloquent evidence of the results that progressive salesmanship will produce in conjunction with a good motorcycle in a city of fair size, as the fact that business justifies purchase of two carloads at this time of the year indicates a thriving all-year-round demand, which refuses to be depressed by weather conditions.

LIVE ONES IN ALBANY

Albany, N. Y.—The Weeber Cycle Works is doing a fine business. Besides a full line of Indians on the sales floor, and an order book well filled with credits on first payments made on machines for early delivery, a nice holiday business is being done in bicycles, coasters, and other juvenile wheeled goods. A sub-agency has been arranged with William H. Nelson, of the Alert Cycle Co., who has his window adorned with an Indian Chief. His store at 174 Hudson avenue is the original location of "Pop" Anderson's first Indian store way back "befo de wah." Both Mr. Weeber and Mr. Nelson are planning to attend the New York Show, next February, and they are already talking of the National Rally for next summer.

BOORD USES HIS WISDOM

Omaha, Neb.—The extreme cold weather and bad snows have rather dulled motorcycle business for the last two or three weeks in Neb. and Western Iowa but all the dealers are setting themselves for spring drives that will net business to make up for what time they are losing right at the present moment. Sam Boord, the Indian dealer here, is hard after prospects for Spring and is getting ready to go after every prospect on the Scout Club plan. He terms this plan the best thing that he has ever had. He is doing a wonderful holiday business on bicycles and wheel toys. He has two beautiful windows and they attract a lot of attention. One window is used for bicycles and the other is used for a motorcycle window. His advice to all dealers is this: If you have a window do not fail to use it for it is the best advertising medium in the world if it is properly used. He is planning on the biggest year he has ever had since he has been in business.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

The Boy Scout Does His One Good Deed a Day

The boy scout—"Mister, a man stole your motorcycle a minute ago!"

The motorcyclist—"Well, why didn't you yell at him and call a cop?"

The b. s.—"I didn't think of it, mister, but it's all right, mister, because I got the number of the motorcycle!"

The Traffic Complex

The pedestrian got half way across the busy intersecting streets without mishap and paused for a breath. He looked around. An automobile was rushing at him from one direction, a truck from another, a motorcycle from behind, and a taxicab from still another direction, engines roaring and warning signals blaring.

The luckless man looked up and saw an aeroplane descending rapidly towards him. There was only one chance. Before him was a manhole. Quickly he raised the cover and jumped into the hole just in time to be run down by a subway train.

He Likes the Dealer Better Than a Racing Horse

(Copy of a letter actually received by a motorcycle factory.)

Dear Co.

I will drop a few lines to you to let you know that I am very sorry that I couldn't anwered sooner. But I hope you will forgive fore this time. In further notice I will tell you all about my motorsickle. In first I am very thankfull about. my ——— what I bought from your agent mr. ———. And I got good service out of him so far yet. I am very proud of him yet. I like him better than a good raceing horse. My repair dident came yet so high than horse in a year.

yours truley

——— ———

The Connoisseur

The 1911 model motorcycle came to a standstill at the curb. Its proud owner caressed its polished tank and gently raised its hind wheel upon the stand. Then he remounted the saddle and seemed to await someone's coming.

The village wag and a pal sauntered up and spied the ancient vehicle. Striking a snobbish pose and adjusting an imaginary monocle to his right eye, the wag stooped over and examined the machine. The cyclist looked uneasy and embarrassed. The wag stooped lower and addressed this remark to his cronie: "Looks to me like a piece o' genu-wine old Chippendale. Darned if it don't, George!"

Christmas story: "Mamma, buy papa a bicycle so I can ride mine."

If business is bad, it's because the editor wants too much money for his advertising space. If business is good, advertising hasn't anything to do with it, but conditions are just right.

What does it profit a man to save carfare and wear out his soles. Ride a bicycle.

Some cycling editors run just enough fiction and show enough pictures to shows how much better writers the authors of ads are.

History As You Ride

From the Signboards of God's Country Tire Company

By DUG

READING, Pa.—3 Miles from Here. In 1684 Heinrich Reimschlussell built the first pretzel in Reading while suffering from chills and fever.

CHICAGO, Ill.—5 Miles to The Loop. Known as the "American Venice." Jack Hardmitt inaugurated sandbagging of citizens, 1795.

CHEBUNKET, Mass.—One Mile. Home of Silas Snaggs, inventor of the rubber toothpick. The Chaw House in Court Square was Washington's headquarters, April, 1776.

MILFORD, Conn. — Two Miles from Here. Noted for the only Revolutionary inn not occupied by Washington as headquarters, 1776-1783. Charley Franklin skidded here, December 24, 1920.

COFFEYVILLE, Kas.—You are now in Coffeyville, the birthplace of Jesse and Frank James, pioneer profiteers in government securities. The Sixth National Bank is erected on the spot where these financiers first deposited their money, corner James Boulevard and James Place.

ANNE AMELIA, N. C. — Three Miles. Home of Caius Julius Cassius Boggs, only Southerner who did not lose property during the Civil War, 1865. Washington had his headquarters in the Tibb house, 1774.

WAUKESHA, Wis. — One Mile. Founded by Gaspard Pincenez, noted French trapper, in 1717, on the site of a Uchee Indian village. In 1833, its name of Owatawetness (Turtle Broth) was change to Waukesha by recommendation of Henry Clay.

TONTO, Ariz. — Fifteen Miles. Centre of Arizona's historical section. Its list of noted visitors includes George Washington, Buffalo Bill, E. G. Baker and Billy Sunday.

MECHANICAL KINKS

Alloy Piston Pointers

By D. R. Hobart

As in the case of the automobile, the aluminum alloy piston came into use for touring motorcycles after having been developed through racing experience. Its use in combination with lightened connecting-rods and rebalanced crank-motions makes for an increase in speed over the cast iron piston.

For the rider who contemplates fitting aluminum piston in place of the present cast iron ones, this last sentence should be digested thoroughly. I know a number of cases where the motorcyclist merely replaced the old iron pistons with the new alloy ones and got very strange effects when running at medium and slow speeds. When you are going to fit aluminum pistons you must rebalance the motor. It is always better to get the factory engineer's opinion on the desirability of any type of piston differing from the one coming with your motor if trouble is to be avoided.

Quite a number of alloy pistons obtainable in sizes for motorcycle motors were not designed properly for air-cooled temperatures, and the purchaser is just paying for trouble for the sake of a little extra speed.

Motors regularly fitted with alloy pistons are properly balanced, etc., and in general bear special directions with regard to oiling. Any old oil may do for a cast iron piston, but not so for aluminum. Some lubricating oils contain alkalies which attack aluminum and anyone can figure just how attractive it will be to have piston failure on the road far from the garage. Stick to the oil recommended by the factory for aluminum piston motors. As a general rule, alloy piston motors should be taken down and the carbon cleaned out rather more frequently than when cast iron pistons are used. Care should be taken in scraping, as aluminum is more easily scratched than iron. The oxygen flame for decarbonizing is risky with alloy pistons. Avoid liquid "carbon removers," also.

WHERE HE SLIPPED

"Now, my good man," said the prison visitor sympathetically to the speed law violator, "how did you get here?"

"It was mistaken confidence, ma'm," responded the convict.

"Really," returned the visitor, "and in whom were you deceived?"

"In my car, ma'am," said the man. "I thought it would run faster than the cop's motorcycle."

The Bicycle *in* Europe

Some of the Reasons Why American Manufacturers Find It Difficult to Compete—Germany Sells Them for $2

THE bicycle, as a means of transportation, is much more popular with Europeans than the automobile, according to Guy A. Wainwright, vice-president of the Diamond Chain & Manufacturing Company, Indianapolis, Ind., who has just returned from an extensive trip through European countries. Mr. Wainwright made a thorough survey of bicycle and motorcycle trade conditions on his tour, which included England, France, Germany, Italy, Holland, Belgium, Norway and Sweden.

"We would be very fortunate in this country if the bicycle industry were regarded by the public at large as respectfully as it is in Europe," said Mr. Wainwright. "We still meet people in America who ask if bicycles are still made in this country. The average European, on the other hand, believes the cycle trade must be much larger than the automobile industry. It is, in fact, of much greater relative importance over there, and the bicycle furnishes necessary transportation for more people than does the automobile.

"A brief prediction of the outlook for 1923 is impossible, for conditions vary in each country, but that the business will be good all over Europe seems certain. France with five million bicycles actually in use expects a record year and her stiff import duties rather insure that almost all bicycles sold in France next year, will be made there.

"Italy, Holland, and Denmark, after passing through a very quiet season, are on the verge of a much better one.

"Sweden, which witnessed some very anxious times and a number of business failures, seems again in sound condition for a good year. Norway is not so optimistic. Belgium is probably due for a record year.

"I noticed this year that American bicycle manufacturers are displaying quite a marked interest in the European market and some day we may see American machines playing an active part in the foreign trade. But they have a long way to go, for they are a negligible factor now.

"I am often asked why there are no more American cycles in Europe when we so nearly dominate the automobile business of the world. It is not an easy question. One obstacle is undoubtedly design. Each country and sometimes each province has its own particular model that it favors to the exclusion of all others and such a wide variety of models cannot be economically manufactured in our factories that depend on mass production to reduce costs.

"In almost any European country a maker turning out 5,000 bicycles a year is a 'well-known' manufacturer and 10,000 is an 'important quantity.'

"Distribution would necessarily be very difficult for the American manufacturer. Most retailers buy direct from manufacturers in small quantities, and jobbers so frequently manufacture or assemble their own machines that it would be difficult to interest them in a new line. A sales organization that would comb the country for business would be too expensive to be at all possible.

"Then, there is the ever-present obstacle of credits that our exporters in every line have to face. Americans are notorious all over Europe for demanding cash against bill of lading, but our competitors think nothing of extending 90 days, which is quite apt to grow into six months before payment is made.

"Exchange fluctuation is another constant hindrance. Strangely enough, it seems to make no difference how badly depreciated the foreign currency is, if it will only remain fixed at some definite point. But whenever their money drops in value, buyers want to wait until it recovers, and if it rises they wait because 'it may go higher.'

"There is a marked growth in popularity of the motorized bicycle which appears in all sorts of forms—from the motor attachment for an ordinary bicycle through many slight variations until it becomes a light weight motorcycle.

"Quickly demountable rear wheels with sprockets on both sides are also quite in vogue.

"German competition has played havoc with a number of markets this year in both complete bicycles and accessories. Their prices are absurdly low, and while their deliveries are slow and most uncertain and the buyer has no assurance that his price will not be raised, the mere fact that the low quotation is current makes selling against it very difficult.

"There is an officially fixed minimum price for each article and no German manufacturer can sell below this figure for export, but there are all sorts of ways of evading this control. At one time, immediately after a violent drop in the mark it was possible to purchase complete bicycles from German jobbers, ostensibly for domestic use and smuggle them into Holland at a total landed cost of $2.00 per bicycle! The quality is very inferior but they look like bicycles and each one serves to prevent the sale of one domestic machine and the home trade suffers accordingly.

"Our company has been most agreeably surprised, in view of all these difficulties, at the steady increase in the sales of Diamond bicycle and motorcycle chains in Europe, and we can only attribute it to the fact that riders are learning that a high quality chain is well worth the greater price they pay."

AN OLD TIMER MAKES A SUGGESTION

EDITOR, MOTORCYCLE AND BICYCLE ILLUSTRATED: Tonight as I stick my feet on the back rail of my good old heater and open the daily paper from the old home town (Burlington, Iowa), I note on the sporting page a three-line item concerning the result of the recent six-day bike classic.

Twenty-five years ago this same paper carried nearly a half column story every year concerning the same event. There's a reason, of course. Bicycles are not near as popular today as they were in the days of yore. The flivver is mainly to blame, we all know.

But, listen,—the manufacturers and the dealers are also to blame for letting the game lag as it does. I am aware that bicycles are taking on new life in the East—but you ought to know the conditions in the West—that is the smaller cities, where the small change is generally thickest and nowhere to spend it.

I read of Fred St. Onge and his activities and he is doing wonders for the game, but there is a world of room for missionary work in the smaller 'villes of the West and Midwest.

Why don't you urge the manufacturers to put on a National Racing (Road) campaign—for I believe that is the one and only way to reach the heart of every real red-blooded youngster. Shout for lighter wheels and more speed—for this is an age of action.

I, myself, am an old time hotdog of the nineties and am still riding a track racer purchased last spring, and enjoying the sport as never before—Chas. G. Gilson, Centerville, Ia.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

SHAKESPEARE, it is said, coined the phrase "there is nothing new in the world." Bill probably was right, so here's wishing all my readers the same old wish—A Merry Christmas and a Happy New Year.

* * *

Alec McBeath, the Australian cyclist, is going to follow Horace Greeley's advice and go West. Mac is going to his homeland next month and will return in the Summer getting in a race meet or two in Australia while visiting the home folks.

* * *

Maurice Brocco is reported signed for the Chicago six-day race. Along with Brocco another Frenchman may come, both to ride the Chicago race and the New York race in March. Carl Saldow, a German sprinter and paced rider, is also spoken of as a starter in the Windy City race.

* * *

William Canfield, of the Century Road Club Association, tried for the Jersey City-Philadelphia record last Sunday, but he only got 34 miles when snow put a stop to his trial. Canfield started from Jersey City at 7:35 a. m., he being sent away by Jimmy Paul, a club mate. New Brunswick was his halting place when the white goods started to fall.

* * *

Clarence Carman, the Yankee paced rider, won another race in Europe on Sunday, December 3. Clarence met Jules Miquel, France; Leon Vanderstuyft, the Belgian, who holds the world's championship, and Robert Grassin, France, in a one-hour race called the Henry Contenet Prize, at the Velodrome d'Hiver, Paris. Carman won by 270 meters over Miquel, 6¼ laps over Vanderstuyft and 16¾ laps over Grassin. In the hour Carman covered 41.7 miles.

* * *

Jules Van Hevel, the Belgian road rider, scored in a 100-kilometer individual race at the Ghent, Belgium, indoor track on December 3. Van Hevel scored 33 points to 19 and 18, respectively, for Hilaire Hellebaut and Louis Mottiat, Belgians. At the Brussels indoor track the same day Marcel Buysse and Alois Persyn won a team race over the six-hour route, they winning by a lap. Degraeve and Juseret, Belgians, were second and Peter Moeskops and Claus Van Nek, Hollanders, were third.

* * *

It is not always to the victor that goes the spoils. Not by a long shot. Following the recent "grind" at Madison Square Garden there was no home trainer acting for the winners. Neither was there any acting for the second, third or fourth teams, but the seventh team, Willie Grimm and Sammy Gastman, Newarkers, landed a job for a week with the Shubert Theatre over in Newark and they started to roll on Monday. Alfred Goullet and Jackie Clark will help Willie and Sam to put the act over.

* * *

Willie Spencer, the American sprint champion, scored his second European victory at Nice, France, Sunday, December 17. Spencer cabled the Newark Evening News that he had defeated Ernest Kaufmann, the Swiss, in a match race at the Nice track that day, Willie taking two out of three heats of a three-heat match. Willie's next start will be at the Velodrome d'Hiver, Paris, on Sunday, December 24, in the Grand Prize of Christmas, a feature race in which he will meet Kaufmann, Peter Moeskops, Holland; Gerard Leene, Belgium; Pierre Sergent, Gabriel Poulain and Maurice Schilles, all Frenchmen.

* * *

Ernest Kaufman, the Swiss, defeated Caesar Moretti, the Italian, in a match race at Nice, France, Sunday, November 26, Kaufmann doing the act in straight heats.

* * *

Played the Good Samaritan last Sunday and visited my sick friends. Howard Freeman, the cartoonist, is out of the hospital, where he had an operation performed, and is getting along fine. Doctor said "Poke" would be batting 1,000 in about a week or so. Called on Ernie Pye, the tire maker, who has been quite sick, of late. Ernie shows a remarkable improvement and says he is coming along in great shape. Like Coue, they are day by day, in every way getting better and better.

* * *

There will be no portable, collapsible and serviceable track in Madison Square Garden, nor will there be any cycle racing in that building until the March six-day race. An announcement was sent out last week that such a track would be put in the building and weekly races would be run. Lack of riders or lack of something has knocked the plan for a long row of cans. The portable, collapsible and serviceable track can now be put in the Museum of Historical Cycling Bunk alongside that of Winter racing in New Orleans, the indoor track in Newark, etc., etc., etc., etc.

* * *

Get this one while it is torrid. George Wiley wants to ride another six-day race. George, who, when they mention six-day races to him as a competitor, gets Coue and every day in every way gets gloomier and gloomier, whispered into Johnny Chapman's ear recently that he would like to ride the Chicago six-day race. George IS IN, Chapman says. "Gloomy Gus," as George is most always called, is now elevating the stage up New England way with Vincent Madonna and Fritz Andre. Don't know how long the act will last, but the boys have promises of plenty of work, so George should be in good shape for the Windy City semaine.

* * *

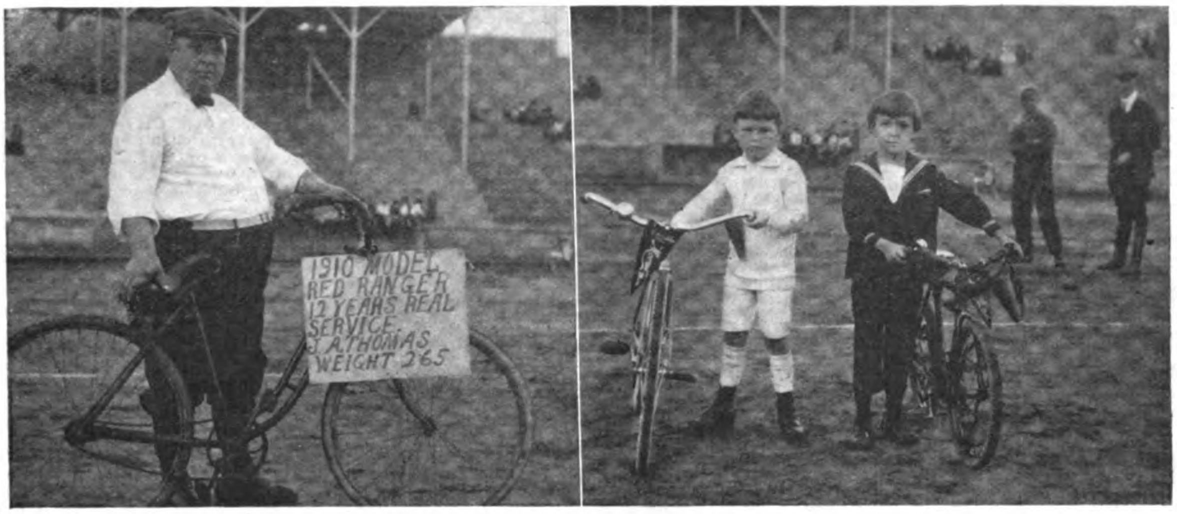
Frank L. Kramer, who retired this year and was then chosen to head the Board of Control of the National Cycling Association, plans to go to Paris to attend the next meeting of the Unione Cycliste Internationale, the governing cycling body of the world, which will be held in the Gay City in February. While over there Frank will try to cop the world's cycling championship meeting for some time in the future. Switzerland has the titular meet sewed up for 1923, while Holland and France are reported to have put in strong bids for the meet in 1924, France desiring to couple up the meet with the Olympic Games. Nineteen twenty-five may be open for America. Frank will not be held down by any training schedule as he was on past trips to the French capital and he may stroll around and try and dig up some racing talent for the American promoters for next year. Nat Butler, the impressario of Revere Beach, is also said to be contemplating joining a Cook's tour to Europe to gather in some real live box-office magnets for the paced tracks. Competition will not be confined to the cyclists in the near future. With the Parisian tracks, the Velodrome Buffalo and the Velodrome Parc des Princes, bidding for talent and the American promoters trying to gather in some of the said talent the racing cyclists might be said to be sitting pretty right on top of the old Rand McNally.

* * *

When Constant Gerardengo, the Italian, won the championship of Italy for the road riders, he competed in 24 races. He ran first six times, was second six times, third once and fourth once. John Brunero, who ran second, had five firsts, six seconds, two thirds and two fourths to his credit. The races and winners were as follows: Tour of l'Aetna, Gremo; Milan-San Remo, Brunero; Milan-Turin, Zanaga; Tour of Romaine, Girardengo; Milan-Padoue, Brunero; Padoue-Portorose, Girardengo; Pescara-Naples, Aymo; Naples-Rome, Linari; Rome-Florence, Brunero; Florence-At. Marguerite, Annoni; Genoa-Turin, Aymo; Turin-Milan, Brunero; Tour of Venice, Sivocci; Tour of Golfes, Girardengo; Tour of Emilie, Girardengo; Tour of Piemonte, Gremo; Race of 20th September, Girardengo; Milan-Modena, Bassi; championship of Piemonte, Brunero; Tour of Lombardy, Girardengo; Grand Prize of Roccapiemonte, Gremo; Tour of Sannio and Irpinti, Gremo.

* * *

Assemblyman John V. McKee, of the Bronx, is contemplating the introduction of a bill in the New York State Legislature at the coming session which will establish a commission to govern professional sports. Baseball is excepted, the first broadcast says, but a number of other sports that are being promoted for the coin of the realm are included. They include basketball, soccer, cycle racing and football. Professionl boxing, racing with the ponies, wrestling and a few other cash-making pastimes may be included. It is said that baseball is not to be included because it is an interstate proposition and is conducted under a single-headed commission. If cycle racing, which he includes, is not an interstate proposition than I would like to know what is. A paced circuit takes in Pennsylvania, New York, Rhode Island and Massachusetts. That should make it an interstate game if there ever was one. Assemblyman McKee has not divulged the plans for his bill, which now is in the formative stage, and until he does there can be little said about it. There are evils that have cropped up in the professional sport line that may be eradicated for the public good. If Assemblyman McKee succeeds in his plan and does eliminate evils in sport he will have earned a niche in the Hall of Fame. If it is the plan to make jobs for deserving politicians and have a commission, the members of which do not understand the sports they are supposed to regulate, than the cure will be worse than the disease. The Great American Public supports all sports. It is up to the powers that be that control all sports to so see to it that the G. A. P. is protected. The Great American Public has been taken many, many times. They will probably be taken again and again—sports commission or no sports commission.



J. A. Thomas at left, and Nicholas C. Read and Sol Irving at the right. The two extremes at the Montgomery, Ala., St. Onge parade.

Montgomery, Ala., Has Unusual Week of Cycling

WITH a meeting of all the cycle dealers in Montgomery at the rooms of the Chamber of Commerce, on Monday afternoon, a meeting of all the Boy Scoutmasters at the Country Club the same evening, and visits to seven of the city schools with demonstrations at each, during the week; a full page of collective advertising in two papers; several individual ads of the dealers in addition and 140 inches of free reading matter, you have some idea of the publicity that Fred St. Onge helped to give the bicycle industry at Montgomery, Ala.

Montgomery is handicapped by hills and cobblestone pavements, but the work that has been done by the C. T. A. representative has created a desire in the minds of many for a bicycle.

Bozeman's Bicycle Shop, Klein Sporting Goods Co., May & Green, Todd's Motorcycle Co. and Tullis-Gamble Hardware Co. are the bicycle dealers of Montgomery. Representatives of each house, together with M. P. Smith of the Elyea Co. of Atlanta, Ga., and J. C. Dickerson of the Pennsylvania Rubber Co., attended the meeting Monday afternoon at the Chamber of Commerce. Cycling enthusiasm started right there and was kept up for the week, winding up with a parade on Friday afternoon, December 8. Sales of new bicycles were made at every store, due to the publicity obtained by St. Onge.

Dealers visited the schools with St. Onge and saw for themselves thousands of prospects for new bicycles. In the seven schools visited demonstrations were given in the assembly halls of two of them, one, the largest school in Montgomery, Lanier High School. Superintendent Harrison and Physical Director Burdett were thoroughly sold on the idea of creating a desire for cycling among the scholars and the safety first demonstration given met with their hearthy approval.

The much-heralded bicycle parade that was held Friday afternoon brought out about 100 riders, many of them with decorated wheels, and with riders whose ages ranged from 6 years to a rider carrying 265 pounds, and registering over 46 years old.

In spite of the hills along the route, everyone turned in a clean score on arrival at Cramton Bowl, where over 500 people had assembled to greet the riders and watch and listen to a lesson in correct cycling, that seemed to be appreciated by all. Hundreds of people lined Moulton street, between Montgomery and Church streets, to see the start of the riders. Motorcycle Police Officers Rudder and Massengale cleared the way for the parading cyclists who rode in two's headed by 20 Boy Scouts in uniform. At Cramton Bowl the riders were lined up for photographs after Mr. St. Onge gave a demonstration in cycling, riding various kinds of wheels, much to the amusement of those present. His talk along safety first lines was well received and it is hoped will help to curb the carelessness on the part of some of the cyclists, who will do better to follow some of the advice given.

The following received prizes for decorated wheels: First, Gardner Bozeman; second, Billy Patten; third, Billy Nunn. Youngest rider in line, Nicholas C. Read, 6 years old. Second youngest rider, Sol Irving Freeland, 7 years. Oldest rider, J. A. Thomas. Riders in comic class: First, Theodore Gann in a clown make-up. Boy Scouts were 20 in number and Mr. St. Onge called special attention to the general make-up of the Scouts and their wonderful discipline. First for best appearance was Lanuel Harre, of Troop 12; second, Phelps Cunningham, Troop 6; third, Robert Martin, Troop 12. After the crowd had given three cheers for the cycle dealers and the efficient work of the motorcycle officers, they departed for their homes everyone full of enthusiasm over the event. The prizes were contributed by the local dealers together with the Elyea Co., of Atlanta, and Pennsylvania Rubber Co. Horns, pennants and books on cycling were distributed for souvenirs.

A WINDOW DISPLAY HINT

A NOVEL plan was adopted by a Firestone tire dealer in a western city, recently, to attract customers. For several weeks he kept his empty tube boxes and then piled them in the show window with a sign reading "Emptied By Satisfied Customers." This offers a hint for local tire men. —Firestone News.

With *the* Amateur Cyclists *and* Clubs

ACME WHEELMEN ELECT OFFICERS

New York City—At the annual election of officers of the Acme Wheelmen of New York the following were elected to serve during 1923:

Honorary President, Harry Kaiser; honorary first vice-president, Ray Eaton; honorary second vice-president, Alfred Goullet; honorary chairman of the board of directors, Fred Hill.

President, Frank Small; first vice-president, Joe Schaefer; second vice-president, John Sheppard; secretary, Andrew Geiss; treasurer, Gennaro Amabile; recording secretary, August Schneider; captain, Joe Nickles; first lieutenant, Arthur Lane, Sr.; second lieutenant, Salvatore Grasso; house committee, Louis Koch, chairman; William Muller, Joe Schaefer; A. B. L. delegate, Frank Small; alternates, William Muller, Joe Schaefer; handicapper delegates, Joe Nickles, Arthur Lane, Sr.; sergeants-at-arms, Joe McConaghy, Theodore Schliesman; board of directors, Frank Small, Joe Schaefer, John Sheppard, Andrew Geiss, Gennaro Amabile, Joe Nickles, William Muller, Salvatore Geiss, Louis Koch; athletic director, George Cameron, Sr.

With the racing season closed the members are now looking forward to the social activities. A big initiation is to be held the latter part of January, in which a general entertainment is to be offered also to the members. A pool tournament is to start shortly. The big event of the winter season will be the thirteenth annual banquet, to be held at Cavanagh's, New York. A cabaret performance and general dancing will be included. The committee in charge is trying to round up all ex-members from the time the club was organized, and a gala event is to be made of this affair. All prizes won during the past racing reason will be distributed that evening. The last event to be scheduled for the winter season will be the smoker for members and friends, to be held at the club house. Club runs will be held each Sunday, weather permitting, throughout the winter, starting from the club at 10 a. m.

CYCLISTS HOLD FIRST SOCIAL

Ottawa, Ont.—The first social event of the season for cyclist corps of The Governor-General's Foot Guards, Ottawa, was held in the regimental hall, Ottawa Armouries, Wednesday evening, December 6, when a program of dancing, music and games was enjoyed by about 50 riders and lady friends. The winner of the first prize in the progressive euchre was Miss Gladys Queale, of the Roamer Bicycle Club, while the booby prize was won by Lee D. Boston, vice-president of the Roamers. The party was held under the direction of Lieut. W. E. C. Mackintosh and Lieut. W. M. Gladish, of The Guards Regiment.

WHERRY AN E. C. W. WINNER.

Brooklyn, N. Y.—On Sunday morning, December 10, the Empire City Wheelmen staged their weekly "cork" race over the Shore Road course. The course was in anything but good condition for fast bike riding owing to the early morning snowfall, which soon melted when Old Sol showed up.

William Wherry, fresh from his win in a ten-mile team race, ridden in the 13th Regiment Armory the night previous, was declared the winner in a hard finish with William Henky and R. A. Rom, inches only separating the trio. P. L. Kane finished fourth, while Phil Eller came in for fifth honors. The continuous wet stretches over the thirteen-mile course hampered the riders, and they were content on traveling at a moderate rate until some of the clear stretches were reached. By the time the finish was reached the roads were well dried, and the spectators were treated to a thrill for their long wait.

TRAMMEL DOES HIS STUFF

St. Louis, Mo.—The Guarantee Cycle Club, on December 3, decided once and for all who is the best road rider in the club. All the local speeders got together and under the guidance of Ed. Rehm, the live wire Neracar and Pierce bicycle dealer, held a road race from St. Louis to St. Charles, a 20-mile course paved with brick and macadam.

Nine riders faced the gun at eight o'clock Sunday morning. The temperature was about 20 degrees above zero—rather cool for riding. Theodore Starkey set a terrific pace and the result was, that at five miles, there were but six riders left. Starkey forged ahead gaining steadily on Vechel Trammel and Joe Roach. Controls were posted a mile apart to see that no rider picked up a tow or a pacemaker.

At the 16-mile control Joe Roach slowed down. His legs quit. The pace had been too hard. Starkey had a one-mile lead on Trammel, who decided that the time had come to do his stuff. He rides a 96 gear and he literally stepped on it and done a five-mile sprint, beating Starkey by half a minute, and establishing a record for a bicycle rider between St. Louis and St. Charles that is going to require a good man to beat. Joe Roach finished third. Trammel's time was 44½ minutes for the twenty miles. Starkey made it in 45 and Roach in 46½. Prizes of tires, tubes, etc., were awarded to the riders finishing the grind. The club proposes to put on another 20-mile grind early in Spring, with real prizes which will induce every rider in the club to get in on it.

B. C. W. ELECT 1923 OFFICERS

New York City—The following officers will guide the destinies of the Bronx County Wheelmen during the year 1923:

President and treasurer, D. J. McIntyre; first vice-president, Albert Gunther; second vice-president, James Riddett; secretary, William Stokes; captain, Eugene Aickelin; first lieutenant, Adolph Blechert.

At the close of business of the meeting held December 15 the reports showed the club in a more prosperous financial condition than at any time for the past eight years. Owing to the increasing membership the present quarters have been found inadequate, and arrangements are now being made to enter larger quarters after the first of the year.

C. R. C. A. WIND UP SERIES

New York City—As the snow and rain on Sunday morning, December 17, prevented the members of the Century Road Club Association, New York Division, from holding races December 10, the previous Sunday, saw the ending of a successful season of 12 "cork" races for the year 1922. This series featured the five-mile open handicap race and the one-mile class A sprint and three-mile class B handicap race, they were contested over the Grand Concourse

Bert Marquard, the club champion, riding from scratch, won the first place medal in the five-mile races for the season with a total of 38 points. Both Harry Haller and Harry Curley, who ride from 20 seconds, are tied for second place honors with a total of 30 points each. John Viana, who starts from 40 seconds, took fourth place with 22 points; Wm. Canfield, on one-minute mark, fifth, with 20 points, and Harry Wagner, of 40-second, sixth with 15 points as his total.

Marquard again proved his right to the title as champion, with 9 firsts and one second place out of the ten races he competed in the one-mile class A sprint for a total of 47 points. Harry Curley, his closest rival, taking second honors with 24 points, with Jack Silver, third, with 20 points, Wm. Canfield, fourth with 13 points, and Eddie Umgetler, fifth with 9 points.

Charley Garin, Jr., age 14, the New York State Junior champion and youngest member of the club, riding from 15 second mark, won the three-miler with a total of 24 points; second medal to R. Lesch, scratch, with 18 points; third J. Viana, scratch, with 11 points, and J. Moccio, of 30 second, fourth with 9 points.

The neatness contest which was introduced and begun July 1, with a set of three medals to the winners to encourage neatness of dress, bicycle and conduct during the "cork" races and pleasure runs, proved successful and a hard job for the officials to pick the winners each Sunday. Harry Wagner, who always was one of the best dressers in the club, got off to a good start from the beginning of the contest and had piled up a nice lead before the fellows really tried for points, and the closing of the contest together with the "cork," Wagner led with 55 points, Louis Lively, 39 points and Steve Ahearn, 18 points.

FRISCO CLUB CELEBRATES

San Francisco, Cal.—The twenty-third anniversary of the New Century Wheelmen of San Francisco was celebrated on December 9 by a smoker and high jinks at the club rooms, 1001 Oak street. Many of the well-known old-timers, as well as the younger riders, turned out for the occasion. It was a wet night, but Norman Hill, H. McCoy and N. Earl, of the Garden City Wheelmen, San Jose, rode over fifty miles through the rain to be present. The committee in charge of the smoker consisted of Frank Drury, W. Hammett and A. Mooney, and they had arranged things to the complete satisfaction of those present. The entertainment included pipes, tobacco, cigars, cigarettes, hot-dogs and trimmings.

Part of the program consisted of roller races, in which much interest centered. Steve O'Connor made the two-mile race in the best time—2:41 1-5. The other contestants and the order in which they stood were: Charles Moe, P. Andrieu, A. Thompson, Norman Hill and N. Earl. Earl and Hill were Garden City Wheelmen and the others New Century Wheelmen. A boxing match between P. Morgan and J. Stalker was staged, and ended in a draw. Jazz music was furnished by Noel Rey and W. Green, club musicians. Serious and witty remarks were made by A. Mooney, A. Myers and Mr. Myers, Sr. Songs were contributed by A. Myers, the Drury brothers, A. Mooney and A. Bennetti.

U. S. I. RACES HALTED BY RAIN

New York City—Due to rain Sunday, December 17, the scheduled Unione Sportiva Italiana races were called off. This leaves only two more Sundays for races to change the point standings, which are as follows at the present:

"Cork" races—O. De Cresenzo, 23 points; L. Broglio, 19; E. Giampaoli, 18; "Spots" Eisele and A. Quarello, 17 each; J. Visco, J. Siciliana, A. Pavera and J. Haggerty, 16 each; J. Gallagher, 15; John Becker, 14; J. Stabile, 11; H. Gandino, R. De Cresenzo and T. Azzollina, 10 each.

Fast time points, "Cork" races—"Spots" Eisele, 38; John Becker, 22; Tom Volpe, 19; J. Visco, 9; Barney Gandino, 8.

Class B Sprint—Jack Visco, 34; J. Stabile, 20; J. Haggerty, 15; J. Toker, 10; J. Siciliana, 9.

Class B, Jr., Sprint—L. Broglio, 35; J. Gallagher, 24; Pete Broglio, 19; A. Quarello, 16; Giampaoli and O. De Cresenzo, 8 each.

Winners in the recent cup series of the Empire City Wheelmen, Brooklyn. Left to right, L. Muller, Berteil W. King, W. Heichel, H. Messimer, William Napier and J. Olofson

On the Hot Stove Circuit

FAY TOOK THE BOYS

FRED FAY, a native of Meadville, Pa., a place made famous by a brand of stimulants that has been Volsteadized, will always remember 1914 and 1915.

Fred was a strong rider. He admitted it and, what's more, he proved it. Back about the time that the European nations started the big quarrel and during the days when a fellow could lift one without thinking he was joining the criminal class, Fred penned a letter to the manager of the Newark Velodrome.

In his letter Fred told just how good he was and he wanted an opportunity to show the natives of the Mosquito State that his line of talk was not to be classed as pure and unadulterated bunk.

It is said that Miss Opportunity knocks but once at any man's door. If the same miss knocked at Fred's door she must have had mittens or boxing gloves on, for Fred never heard her.

Was Fred discouraged? Certainly not, and next year he left the door open, making the knock on the door unnecessary. Fred had determination, so he took his racing steed down to the depot, checked it to Newark and boarded the steam cars for that habitat of the racing boys. He also had money and Fred was willing to bet it that he could do 25 miles unpaced in one hour.

Twenty-five miles in 60 minutes is tall stepping if anyone should ask you. None of the riders training at the Newark track thought that Fred could turn 'em out that fast. But Fred flashed his roll and told the boys that the line formed at the right and anyone was welcome to a slice of his coin.

Would the riders take Fred's dough? Would they? They hopped right into the collection pastime and covered most of Fred's roll. It took some tall scraping for some of the riders, but easy money was not to be picked up every day, and as pickings were tough they wanted to get in on the trimming of an easy mark.

With the bets covered, Fred started on his way. He was a keen bird and knew just about what he could do. He had figured out a schedule that would just get him inside the hour for the 25 miles and get him the boys' money. The Meadville lad did his first few laps around schedule. After he had gone a few miles he was under schedule time and the other riders were under a trance as they saw their chances of collecting that day were slim.

Just before the hour was up Fred, well inside the schedule, winked at one of the officials appointed for that occasion and rode around the top of the track just to show the other riders how easy it was. He did his stuff and took the boys for the money, and nowadays should an "easy mark" come around the Newark track his record will be gone over with care. They were certainly stung, and stung bad.

THEY DO HANG ON

ABOUT the last thing that a racing cyclist thinks of is retiring. They certainly hate to admit that they are through and cannot cavort before the public. "Come backs" are probably as numerous in cycle racing as in any other sport.

They retire, but they return. F'rinstance take George Wiley. George did a retiring act this summer, sold his racing paraphernalia and announced that he WAS through. Yes, he was NOT. One day about a month or so later Johnny Chapman, needing a new face for one of his races, caught George unawares and said, "Say, George, I need a man for the paced team race on Sunday—will you ride for me?" George looked around so that no one was looking and piped to John, "Yes, I guess so." George rode and now he wants to jump right into anguish and trouble by riding the Chicago six-day race in February.

Up Boston way Nat Butler runs the Revere Beach Cycle Track. Nat has been running this track for quite a few years and Nat has among his cash-chasing anklers a number of old timers that were strapping their feet into the rat traps along about the time that Eddie Bald, Tom Cooper, Earl Kiser et al. were battling for championships back in the late 90s. They do hang on.

Each year as Nat announces his opening meet they come out of their winter quarters and hie themselves to the Revere Beach track to make arrangements for their season's training quarters. Nat never need worry about riders—at least not his old-time crew.

The old birds certainly like to ride and Nat likes to have them ride for him. If he was to stop them from riding he figures it would be a terrible blow, so each year the ancients and honorables plaster their names on the entry forms so that their monickers will appear on the program for their friends to see and wonder how they do it.

During the past season Nat told one of them he was figuring on pensioning off some of the old riders. Immediately there was a scurrying around among the old coots to find out if they were really going to be superannuated.

While strolling around his track after a meet to see if his first broom had cleaned away all the peanut shells and papers, Nat met Hardy Jackson, the colored rider, and his wife. Mrs. Jackson wanted to know if it was true that the old riders were going to be pensioned off.

"Yes," said Nat, "I think I'll pension off all the riders over sixty."

"Why, Mr. Butler," Hardy's wife replied, "Hardy's only fifty-two!"

BUILDING TRACKS RAPIDLY

WHEN Jack Prince, the old veteran, came over to this country to race, away back in cycling history, he was booked to compete at a meet on the Boston Common.

Jack landed in Boston and took his high wheel over to the Common to have a look at the track, but he could see no track, so he thought he was at the wrong place.

Jack hailed a cop. "Hi say, Bobby, where's the bloomin' bicycle track around 'ere? You know 'hi'm 'hentered 'hin some races 'eer today," Jack piped.

"Bicycle track? Oh, we lay that out at half past one," the cop replied.

Jack in his palmiest days as a track builder never laid 'em out that fast.

LIFE'S GREATEST MYSTERIES

Trainers.
Referees.
Pacemakers.
Six-day fans.
Press agents.
Six-day races.
Amateurs?????
Retired bicycle riders.

SAYINGS OF GREAT MEN

"When in doubt order bacon and eggs." —Carl Ruden, Pacemaker.

Many Changes at Westfield

THINGS have been happening up at the home of Columbia bicycles, at Westfield, Mass.

Realizing the need of prompt service and shipment, F. L. Merrill, who has been serving with the Columbia makers in the capacity of Sales Manager, Agency Department, has been promoted to a more important position, speeding up the production and shipment of Columbia bicycles within the factory. Because of his long service with the Westfield company, Mr. Merrill has become thoroughly familiar with every detail of the business, and he is therefore most capable of serving in his new capacity.

J. P. Fogarty

Charles J. "Chick" Fogarty, who has made such a fine record with the company while handling the sale of jobbing bicycles throughout the country and also the sale of the Westfield new one-piece aluminum pedal which was placed on the market during the past year, will retain supervision of the company's jobbing business, and in addition will have complete charge of agency sales in the territory west of the Mississippi river. He will have direct responsibility for the appointment of west of the Mississippi distributors in accordance with the newly announced policy of the company, and will collaborate with W. L. Zimmerman, the new western sales manager.

F. R. Swayne

L. D. Harden

F. R. Swayne, whose business career has been confined solely to his service with the Westfield Company, and who has travelled the entire country for many years in the interests of the Columbia bicycles, has been brought into the office to take charge of all agency sales in Pennsylvania, New Jersey, Delaware, Maryland, Virginia, Mississippi, Kentucky, North Carolina, South Carolina, Georgia, Florida, Alabama, Louisiana (east of the Mississippi), Tennessee, and District of Columbia.

F. L. Merrill

C. A. Leander, another of the company's travelling men who has made an enviable record for himself in sales work, has also been brought into the office to assume responsibility for agency business in the territory of New York, West Virginia, Ohio, Michigan, Wisconsin, Illinois, and Indiana.

C. J. Fogarty

P. L. Montgomery, who has long been in charge of the company's business in New England, will continue to serve in his present capacity.

Leon D. Harden, the untiring worker who deserves much of the credit for establishing Westfield brands on the plane which they occupy today, will also continue in his responsible position of General Sales Manager.

Since the price reduction of Columbia bicycles this journal has been publishing news items relative to the increases in the sales force of the Columbia makers. Manufacture has been standardized. Unnecessary models have been eliminated. The ad-

C. A. Leander

vertising policy has been entirely rearranged to suit the dealer's requirements. In fact, any number of changes have been brought about which, would make for better business and a stauncher and more satisfied industry.

And Westfield has not stopped yet!

J. P. Fogarty, secretary and general manager, as has often been said, possesses great confidence in the future of the bicycle business. He has set about to make 1923 a year long to be remembered, at least within the confines of his own efforts and from present indications, even his fondest expectations will be surpassed.

MOUNTAINS CHANGE TIRE PRESSURE

SOMEONE has discovered that altitudes materially change air pressure values. For instance, a tire which, according to a standard air gauge, carries 75 pounds at 20,000 feet would, according to the same gauge, register 70½ pounds at 7,200 feet and 67½ pounds at sea level. However, from what local Firestone tire men say, it is unlikely that a car will ever go higher than 7,200 feet and there the variant is too small to have any effect on tire inflation.—Firestone News Service.

AUSTRALIAN ROAD SEASON

By Harry Gordon

THE last long-distance road race of the year in Australia took place in Tasmania on November 4, when the Barnet Glass 121-mile event from Launceston to Hobart was decided. The course is a splendid one, having a fine blue metal (basalt) road, with only two real hills on it, Constitution and Spring Hills, both in the second half of the journey. The course lies in a lovely valley which runs practically the whole way between the two cities, and it is a favorite touring route as well as a fine racing course.

Some distinguished riders competed, including Peter Hill, winner of the recent Warrnambool to Melbourne race; Phil O'Shea, Australian road champion; Jim O'Farrell, holder of record for the course; Don Kirkham, holder of a big string of world's road records; Fred Keefe, who holds record for the course in the opposite direction, etc. O'Farrell and a young Victorian rider, Harry Opperman, were placed together on the nine-minute mark from O'Shea, Kirkham, Vic. Brown, J. J. Beasley, while Hill had 12 minutes. Opperman and O'Farrell caught the New Zealander in about 15 miles, but subsequently Opperman got away from the others and got right up with the leaders in spite of having to repair a puncture. Towards the end of the race the field began to thin out, but eventually three men, including Opperman, came in sight of Hobart together, and in a sprinting finish F. Stubbs just won, while the next two, a pair of veterans, one of them considered at one time right up in the first flight of road riders, named E. Lockwood, being adjudged a dead heat. Opperman, in addition to fourth place, also carried off the fastest time, 6 hours, 4 minutes and 43 seconds, or just as close to 20 miles an hour for the journey as he could do. The actual results were:

1. F. Stubbs, 33 min., 6:25:51.
2. B. Self, 18 mins., 6:10:52, and 3, E. Lockwood, 16 mins., 6:8:52, tied.
4. H. Opperman, 9 mins., 6:04:43.

SIX-DAY RACE IN SYDNEY

A big six-day race of eight hours a day is to be run in Sydney, starting on Christmas Day. The promoter, W. G. Slattery, is an ex-secretary of the League of N. S. W. Wheelmen, and is offering the riders 33 1/3 per cent. of the gate, distribution on an agreed scale which is estimated to return a first prize of £300 to the winning team.

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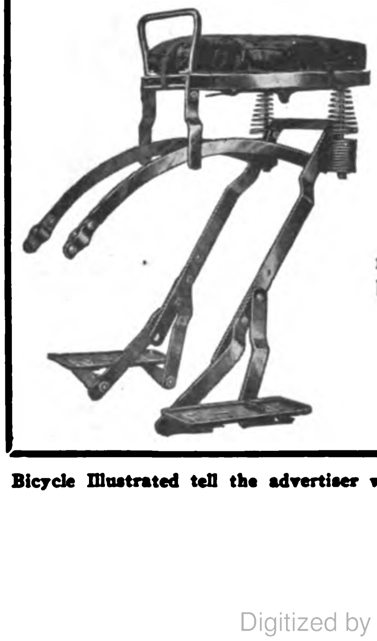

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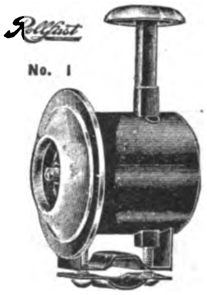

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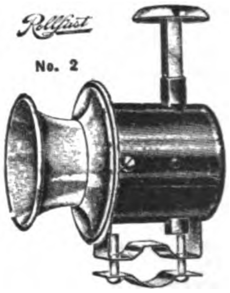

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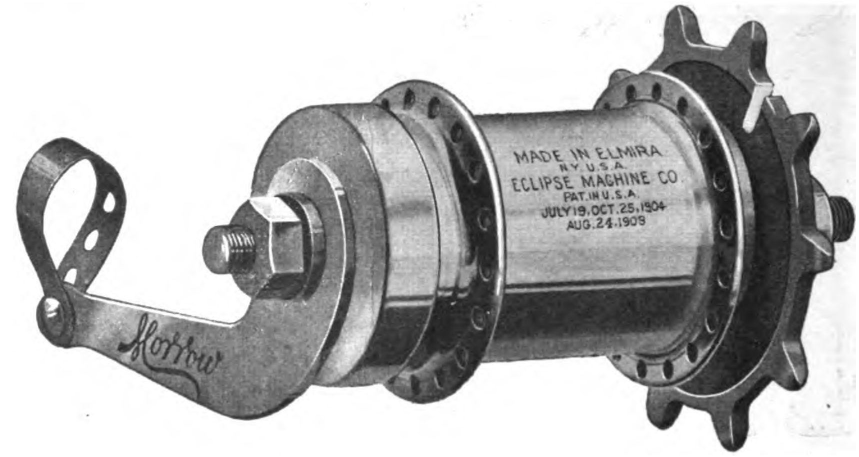

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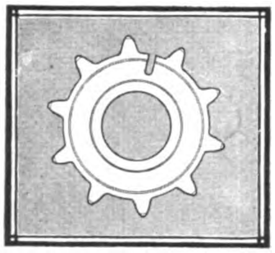

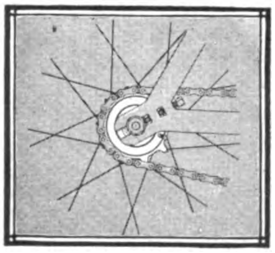

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Vol. 18 ***December 28, 1922*** ***No. 52***

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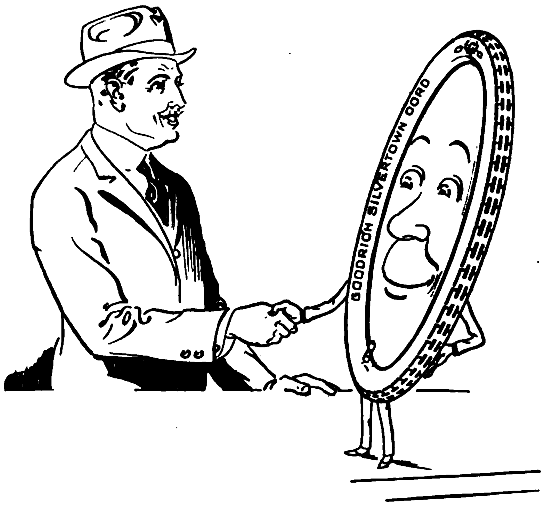

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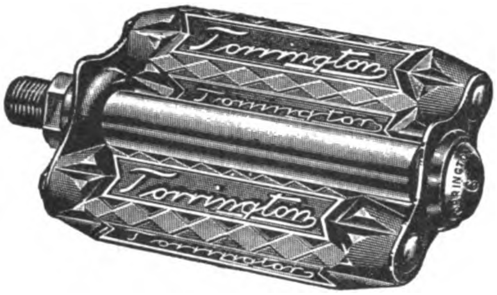

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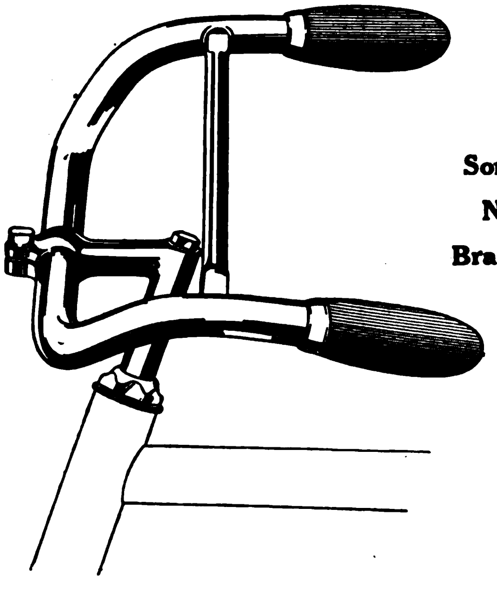

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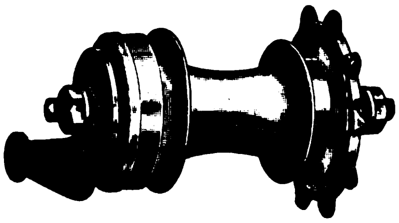

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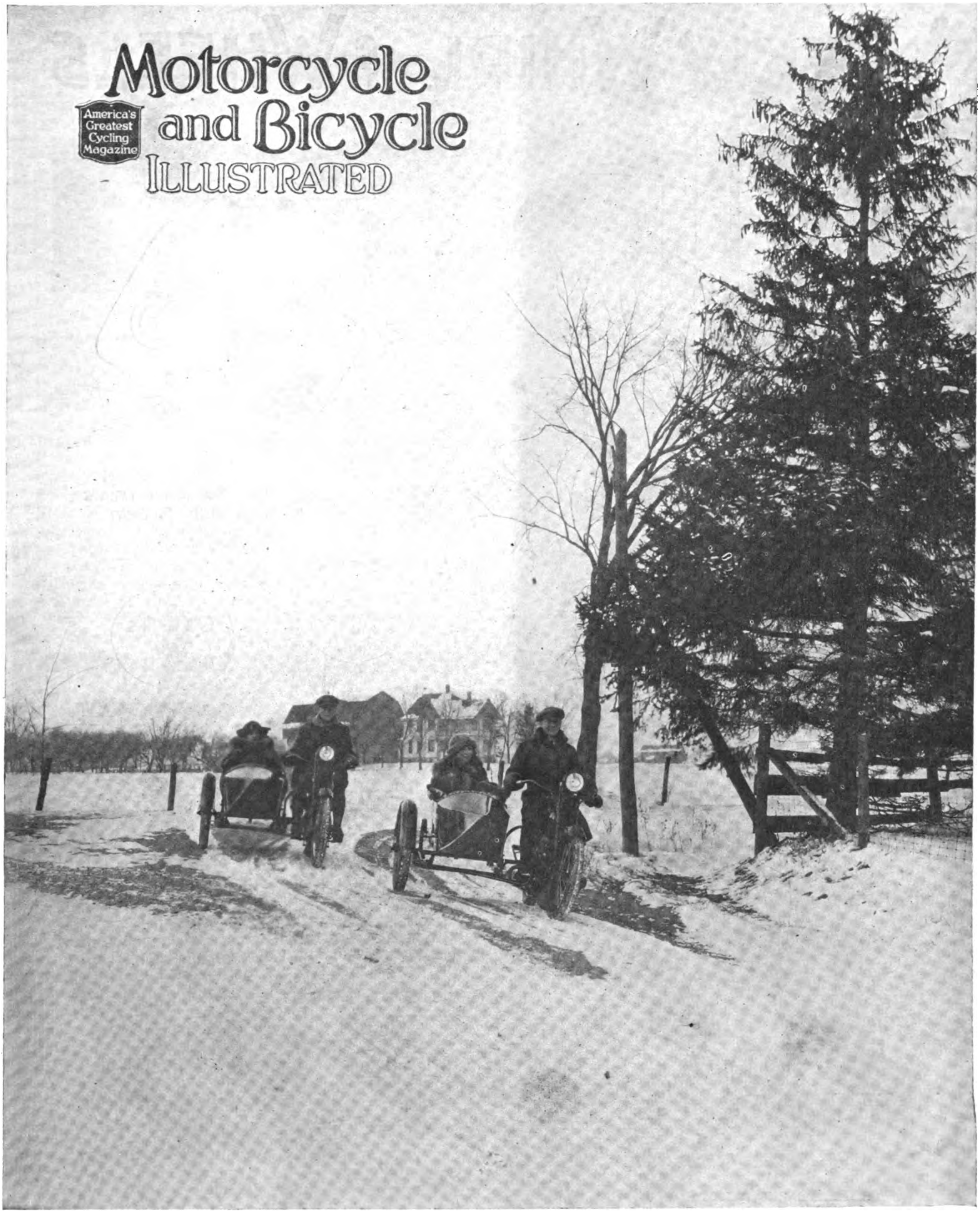

A Happy New Year

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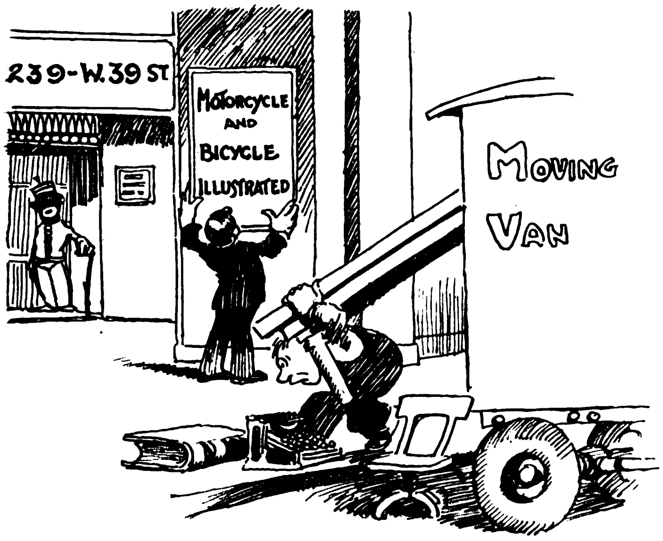
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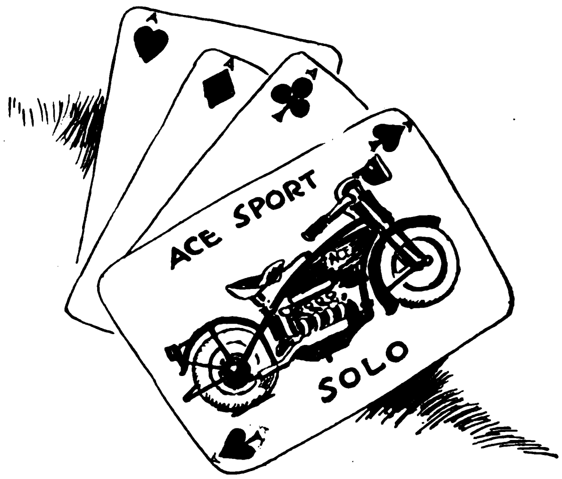
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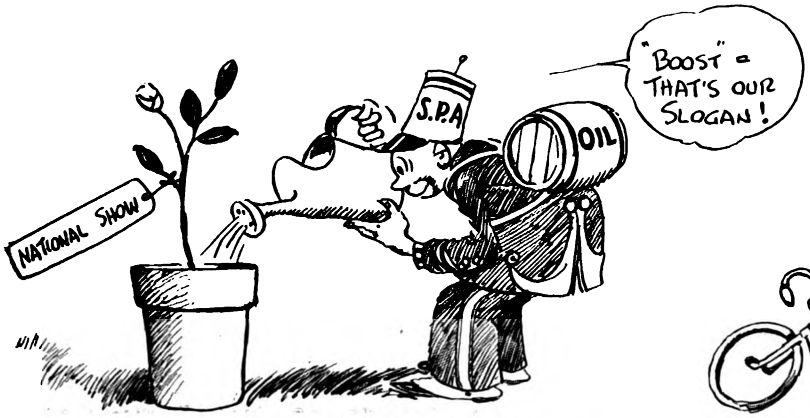
SOLO

ADDING THE TOP CARD MAKES THIS A HARD HAND TO BEAT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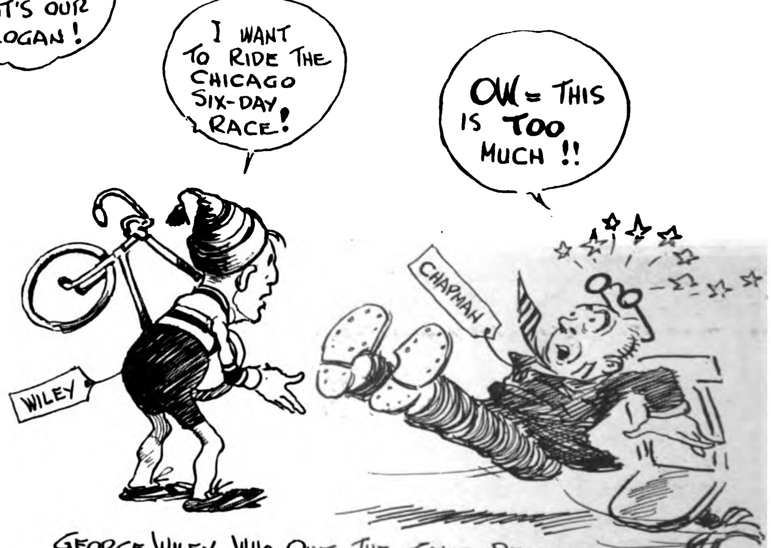
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OW = THIS IS TOO MUCH !!
CHAPMAN
WILEY

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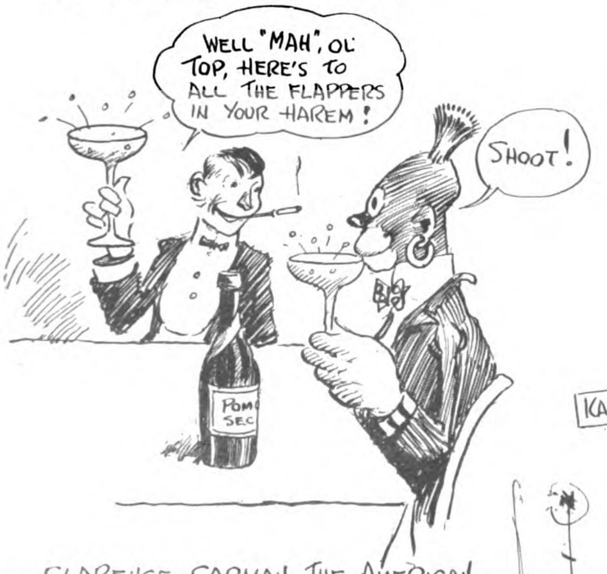
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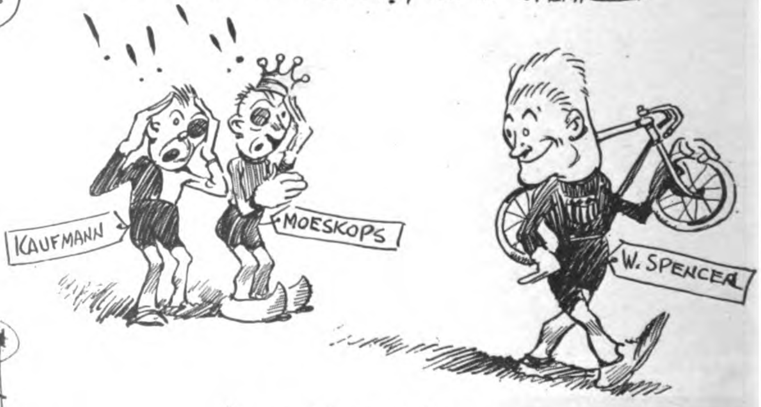
POM SEC

CLARENCE CARMAN THE AMERICAN PACED RIDER IS ENTERTAINED IN PARIS BY THE MAHARADJH OF KAPURTHALA


! ! ! ! !
KAUFMANN
MOESKOPS
W. SPENCER

WILLIE SPENCER, AMERICAN SPRINT CHAMP, IS KNOCKING 'EM ALL OFF IN EUROPE INCLUDING EUROPE'S FASTEST

Around *the* World *in* Cycledom

H. Blackburn Harte

What Are the Motorcycle and Bicycle Riders, Manufacturers and Dealers, of the Wide World Doing and Saying? What Are Their Preferences and Prejudices, and What Does the General Public of Other Countries Think of Bicycles and Motorcycles? H. Blackburn Harte Has Been Commissioned to Find Out for the Readers of this magazine.

No. 4—British Isles

ENGLAND is Motorcycle-land par excellence, the world's greatest cycling country. Here every motorcycle manufacturer, every motorcycle dealer, and every motorcycle fan of the United States can learn more lessons in a day than anywhere else.

Think of this; in the little islands composing the United Kingdom, with a population of about 40,000,000, there are 377,943 motorcycles according to registration figures up to August 31, 1922, as against less than 300,000 in the vast United States with its 110,000,000 population. There are approximately 10,000,000 pedal bicycles in Great Britain, of which 4,000,000 are in daily use. Motorcycles have outdistanced automobiles in popularity in England. Cars registered August 31 numbered 314,769. Motorcycle prices are in many cases higher than in the United States. And also, as in the United States, cheap lightweight cars are obtainable at prices comparable to those of a good motorcycle and sidecar combination. What then, is the reason for the popularity of the motorcycle in England? And can't the people interested in motorcycling in America find a tip in the English experience whereby the popularity of the American motorcycle can be increased, until the motorcycle on our highways will outnumber the ubiquitous "tin lizzies" from Detroit?

I asked Major H. R. Watling, who as general manager of the British Cycle and Motorcycle Manufacturers' and Traders' Union, Limited, of Coventry, an organization whose membership embraces a majority of the leading motorcycle and bicycle firms of the country, is in as close touch with the cycling situation as any man in England.

"The motorcycle is popular in England because it *is* a motorcycle," said Major Watling. "People who ride motorcycles here *want* to ride motorcycles; they are not riding them because they cannot afford a car. Consequently, the fact that a light car may be bought for very little more than a motorcycle, or even for less, as is the case with the Ford in America, has little effect on the demand for motorcycles here. People here make their choice between a motorcycle and a light car solely upon the appeal each type of machine makes to them as individuals, and not on a comparison of the prices of the two vehicles. The car has its followers, and people buy it because it is what they want. And the motorcycle has its followers who buy it because it is what they want, and not as a substitute for a car. Why, you could actually give Fords away in the market place to all who would come and take them, and the real English motorcyclist would still be riding a motorcycle, and still buying motorcycles.

"That is the difference between the American and the English public with reference to the car and the motorcycle. In America, people merely want a motor vehicle. If they can get a car at about the same price as a motorcycle they generally prefer the car. In England, people want a particular type of motor vehicle. Some want cars, and some want motorcycles, and that is what they buy. And in many, many cases they want both and buy both, each for its own particular use. Many a man who owns a car for practical purposes, also has a motorcycle which he rides for sport. The car is to him a necessity; the motorcycle provides him with enjoyment. There is also often a third member of the family, a pedal bicycle, which is used by the same man who owns a car and a motorcycle and doesn't have to work with his legs, but likes to do so for an hour or two every morning for the exercise of it. As a race the British have sporting blood in their veins—that is why both the motorcycle and bicycle have

A Tip From an Englishman

"In a sense, we are less snobbish than you are in America. The man of position and dignity in America will seldom be seen with a motorcycle. He must have a car. But in England anybody is a potential motorcyclist, regardless of his position. Members of our royal family ride both motorcycles and bicycles when they want to. They do not feel that it is incompatible with their dignity to ride in anything but a car.

"What you need to do now is to emphasize the motorcycle for the motorcycle's sake, not as a substitute for the car. It appears to me that your people might make capital of the higher cost of the motorcycle, and point it out, arguing, 'Yes, anybody can buy a Ford, the cheapest thing in its class. But everybody can't have one of these fine motorcycles, the most perfect thing in their class.'"
—Maj. H. R. Watling, General Manager, the British Cycle and Motorcycle Manufacturers' and Traders' Union.

IN the little islands which compose the United Kingdom, with a population of about 40,000,000, there are nearly 400,000 motorcycles in operation.

THERE are approximately 10,000,000 pedal bicycles in Great Britain, of which 4,000,000 are in daily use.

FRAME SHOP
THE RALEIGH CYCLE Co LTD
NOTTINGHAM.

a very distinct appeal to all classes.

"In a sense, we are less snobbish than you are in America. In America the car is *the thing,* and the motorcycle is more or less infra dig. Your motorcycle riders are almost entirely young men to whom the motorcycle is merely a step toward a huge motor car which will come later as their own personal success increases. The man of position and dignity in America will seldom be seen with a motorcycle—he must have a car. But in England anybody is a potential motorcyclist, regardless of his position. Members of our royal family ride both motorcycles and bicycles when they want to—they do not feel that it is incompatible with their dignity to ride in anything but a car. Motorcycles and bicycles have their followers all through our titled classes, our wealthy people, our middle classes, our laboring people. The Englishman pleases himself, and if it pleases him to ride a cycle he does so.

"What can be done to increase the motorcycle's popularity in America? As I see it, the fundamental difficulty in the United States has been this psychology that the motorcycle 'isn't the thing.' This, coupled with the low price of automobiles, has stood in the way of the motorcycle. There has not been enough emphasis put upon the fact that the motorcycle is an altogether *different* thing, with entirely separate purposes and benefits. The trend has all been the other way, to offer it as a substitute for the car, and your people have therefore come to look upon them both as merely something to get around on. Naturally, then the consequence was that when automobile prices of certain machines levelled with those of high-class motorcycles, people took the cars. What you need to do now is to emphasize the motorcycle for the motorcycle's sake, *not* as a substitute for the car. You say that Ford cars. with their most recent price reductions are actually selling for less than the best American motorcycles. It appears to me that your motorcycle people might turn that very fact to advantage. They might make capital of the higher cost of the motorcycle, and point it out, arguing: 'Yes, anybody can buy a Ford, the *cheapest* thing in its class. But everybody *can't* have one of these fine motorcycles, the most perfect thing in their class.' People make a special effort to get what they are told they can't have. Ask Mr. Volstead.

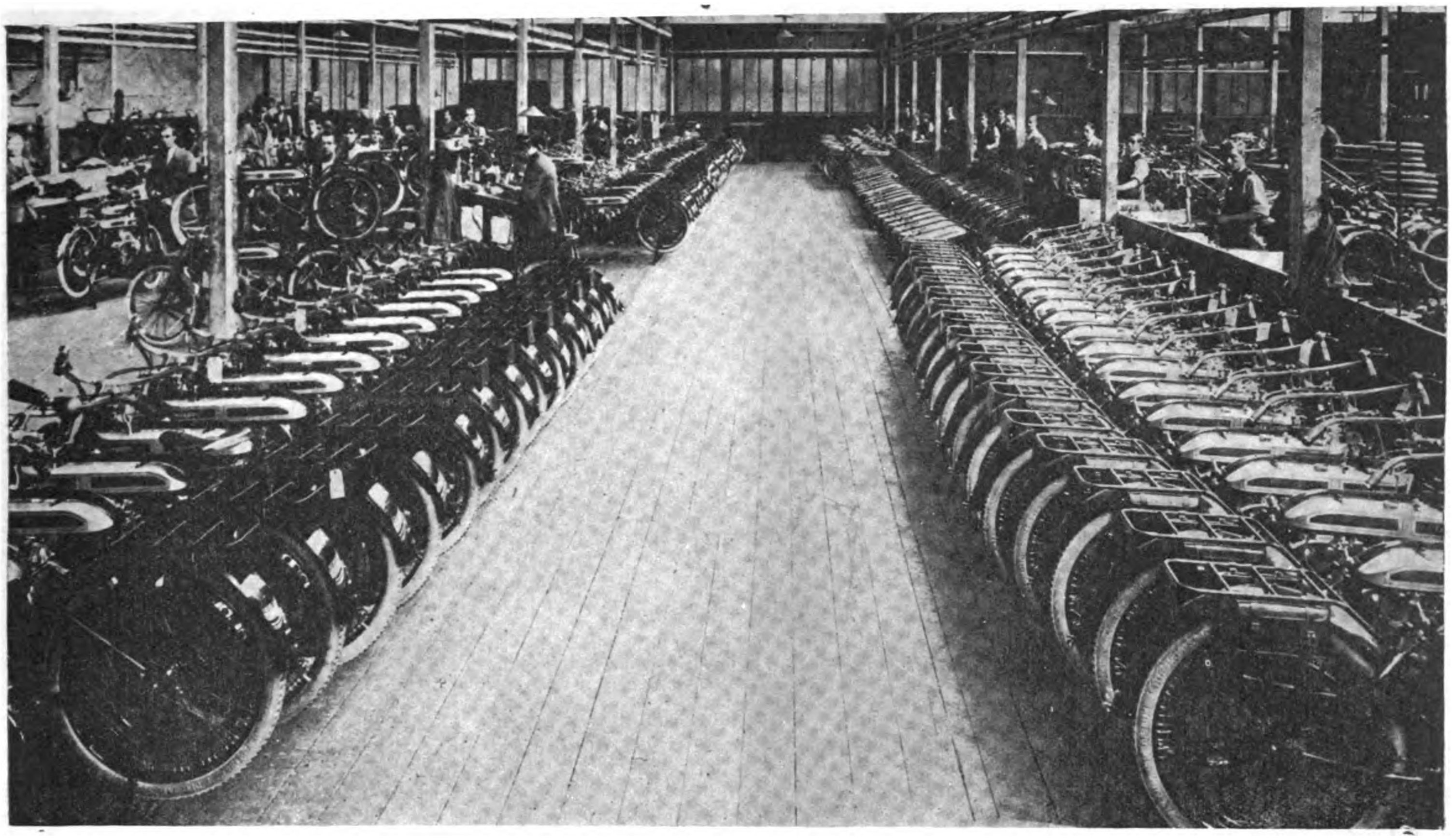
"In England as elsewhere the automobile is becoming ever increasingly popular, but even so this is not at the expense of the motorcycle. The motorcycle is also becoming more and more popular at the same time, and although with now nearly 400,000 motorcycles in England, and an average of one bicycle to every four persons, we have a record with which no other country can compare, I confidently look forward to the day when there will be fully 1,000,000 motorcycles here, and I do not expect the plain pedal bicycles to lose their hold."

Some other facts brought out in the interview with Major Watling were that there are more than 100 manufacturers of motorcycles in England, about 30 manufacturers of component parts, and 150 of accessories. This large number of manufacturers, and the consequent multiplicity of advertising power, is not the cause of the popularity of the motorcycle as might be supposed, he said. Rather, the popularity of the machine was the

MR. H. BLACKBURN HARTE, who is now on a two-year trip around the world, as a traveling correspondent for the American Trade Press, and whose articles analyzing the cycle industry in the countries which he visits, will appear exclusively in Motorcycle and Bicycle Ilustrated, is an experienced journaist and investigator. His contributions, of which this is the fourth, will be of great interest to everyone connected with the American bicycle and motorcycle industry. He is commissioned to tell us our faults as well as our good points as they apear in the minds of the people of the rest of the world.

MOTORCYCLES have outdistanced automobiles in popularity in England. The number of motor cars registered August 31 was 314,769. The number of motorcycles was 377,943. Motorcycles in many cases are higher than in the United States. Also, as in the United States cheap lightweight cars are obtainable at prices comparable to those of a good motorcycle and sidecar combination.

THE motorcycle is popular in England because it IS a motorcycle. The people who ride motorcycles want to ride motorcycles. They are not riding them because they cannot afford a car. People here make their choice between a motorcycle and a light car solely upon the appeal each type of machine makes to them as individuals and not on a comparison of the prices of the two vehicles.



A day's output of lightweight models in the Douglas factory at Bristol, England

cause of the manufacturers. The public took the motorcycle up and created a demand that the manufacturers came into existence to supply. Men went into the business because at first there were not enough motorcycles being made to go around, and the opportunities for new firms in the field were splendid. The condition is just beginning now where the supply somewhat exceeds the unsolicited demand, so that competition is becoming stronger, and actual salesmanship methods are necessary. The chief cycle manufacturing centers are the cities of Coventry, Birmingham, and Wolverhampton.

The total production capacity of the English factories is about 120,000 motorcycles per year, according to Major Watling. This is an increase of between 30,000 and 40,000 over the pre-war capacity, due to new firms, and enlargements of old factories. In the last two years this capacity production has not been approached, due to the fact that like manufacturers of other engineering products motorcycle makers have not yet felt the cumulative effect of the fall in prices, having been among the last to go up and the last to come down. This has caused manufacture to drop to about 50 per cent. of capacity. The cost of components is high, about three times the labor cost, which is itself still high. The high manufacturers' operation costs have brought about rather high prices, but says Major Watling, in terms of money value and technical improvements, in comfort and economy, althought a machine costs more than before the war it is worth much more, and it also should be remembered that a present-day penny equals only a pre-war halfpenny.

Pre-war exports of English motorcycles were about 20,000 a year. This figure dropped to 8,500 last year, and this year will be still lower. This is due largely to the exchange situation in the Continental countries, and also to the fact that during the first years of the war, before the entry of the United States, when all England's efforts were being concentrated on the big fight, America captured many markets which had previously been big fields for the British. Right in the British colonies, where before the war the ratio of British motorcycle exports to American had been about 90 per cent., the British sales dropped from 10,000 a year to a few hundred, and the rest of this business went to America. Today the ratio for all the colonies is about 50-50 on British and American motorcycles, though in individual localities this varies, as for example in India the British machines dominate, while in Australia the Americans are still on top. The British manufacturers are now planning a determined fight to compete with the United States in foreign markets, and to regain all markets lost to America in their own colonies and elsewhere during the war.

The trend of motorcycle development and design in England, as indicated by Major Watling, and also by the displays at the Motorcycle Show held in Olympia Exposition Hall, London, November 25 to December 2, which was attended by the representative of MOTORCYCLE AND BICYCLE ILLUSTRATED, is toward two extremes—the building of very light and of very large machines. Before the war, said Major Watling, the English manufacturers concentrated on the 3½ to 4 horsepower machines, and sidecars designed for only one person and no baggage. Today they are working toward the production of lighter and still lighter, small machines for solo work, machines which appeal particularly to the boy, the young women, and the middle aged person. Price reduction and the creation of a

YOU could actually give Fords away in the market place to all who would come and take them, and the real English motorcyclist would still be riding a motorcycle and still buying motorcycles.

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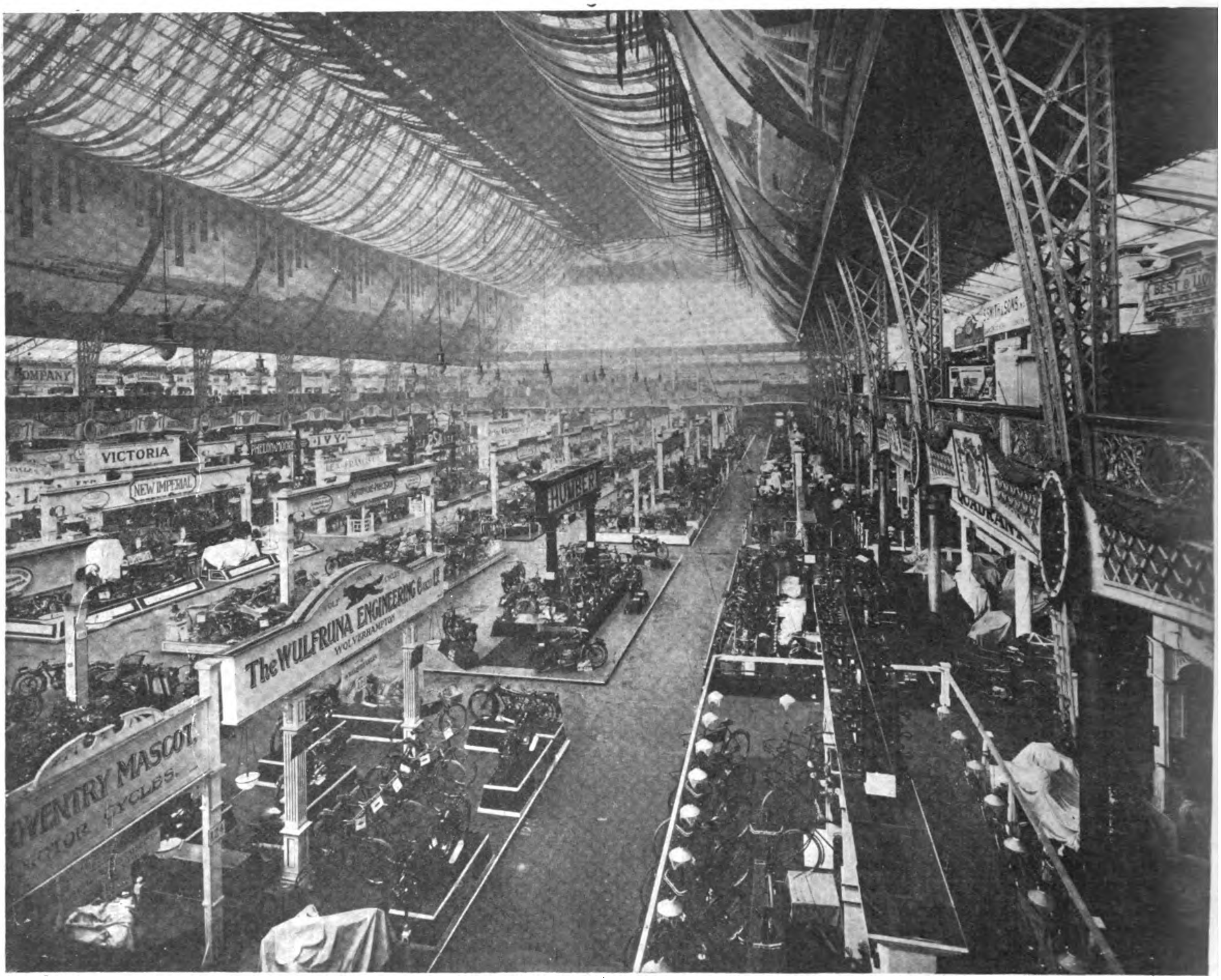


A section of the show at Olympia Hall, London

new market are the ends sought in this endeavor.

On the other hand the British manufacturers are developing the other extreme of the very large machine of the 1,000 c. c. class, chiefly for sidecar work and export purposes. Although some of the big American machines reach 1,230 c. c., the British manufacturer regards 1,000 c. c. as very large and about the limit, declared Major Watling. This model is particularly designed for the strain of the heavy family type of sidecar which has now become popular in England, which has capacity for two persons, or even two persons and a child, and provision for baggage also. The British manufacturers expect superior results and greater economy with this type of machine than is achieved with the heavier American machines, and count upon it to regain much of the foreign trade lost to the United States. This type of machine has already proved itself as a competitor to heavier American machines in trophy races, and such records are of tremendous value in selling, Major Watling says.

The big Motorcycle and Cycle Show held in Olympia was a revelation of the immensity of this industry in Great Britain. Olympia Hall is one of the largest in England, and every bit of space was taken up by the exhibitors, and the daily throngs of thousands of people who surge through the building. The great majority of all British motorcycle manufacturers, bicycle manufacturers, and makers of accessories were represented in the exhibits. The two big American exhibits, Harley-Davidson and Indian attracted a great deal of attention and were among the stands honored by a visit by the Duke of York, brother of the king, who visited the show. Other foreign manufacturers were also represented among the exhibitors. Altogether, there were approximately 300 different designs of motorcycles shown.

MANY a man who has a car for practical purposes also has a motorcycle which he rides for sport. The car is, to him, a necessity; the motorcycle provides him with enjoyment. There is often a third member to the family, a pedal bicycle, which is used by the same man who owns a car and a motorcycle, and doesn't have to work his legs, but likes to do so for an hour or two every morning for the exercise of it. As a race, the British have sporting blood in their veins—that is why both motorcycle and bicycle has a distinct appeal to all classes.

Economy was the keynote of the show. Lower first cost, and machines whose operation cost is reduced to the minimum, opening up motorcycling to a larger public, were the obvious aims of the exhibitors on every hand. The show was predominated by exhibits of the 350 c. c. 2¾ horsepower class. Prices of these ranged from 25 pounds up. (The pound at present exchange

Five to One

MOTORCYCLE AND BICYCLE ILLUSTRATED: I have been carrying an ad in your magazine and in another cycle paper. I was amused to discover that I had five times as many answers from your ad as the other. I did not know you had as many subscribers. You had my name spelled wrong so I could always tell from which ad the answer came. I expected twice as many answers from the other ad principally because it cost twice as much.

JOHN H. SKILLICORN.

Albany, N. Y., December 8, 1922.

Mr. Skillicorn's advertisement was a small one in the classified department. His unsolicited letter of appreciation of the results he obtained proves that it pays to advertise in Motorcycle and Bicycle Illustrated, even if it is no more than a classified ad.

is approximately $4.50) Many of these machines have electric lighting and full road equipment. They are not the things we often see which look like an ordinary bicycle with a "motor stuck on"—they are real motorcycles of the featherweight class. Another popular type exhibited by many makers was the 500 c. c. single cylinder of great power for its size. Speeds as high as 60 miles per hour were claimed for some of these. Prices in this class ranged from about 50 to 80 pounds.

Medium weight motorcycles, of the 600 c. c. class, a popular type for sidecar use in England, were widely shown. Some sold with sidecar for about 100 pounds. Prices on the biggest machines, in the 1,000 c. c. class, including sidecars, averaged around 160 to 180 pounds; these machines solo sell for around 140 pounds and up. Many interesting types of family sidecars and commercial sidecars were also shown.

Harley-Davidson prices in England on electrically equipped machines are 105 pounds for the flat twin solo; 112 pounds 10 shillings for the 9.89 h. p. solo; 124 pounds 15 shillings for the 12.08 h. p. solo; and from 135 to 157 pounds 5 shillings for the various sidecar combinations.

Indian prices are 113 pounds for the Scout model solo, electrically equipped and including full road equipment; 135 pounds for the same with sidecar; 132 pounds for the Chief solo, electric, fully equipped; 158 pounds for the same with sidecar; 123 pounds for the Standard solo, electric, road equipment; and 149 pounds for the same with sidecar.

There were hundreds of pedal bicycles of all types on exhibit and at a wide variety of prices. The English are paying from 7 pounds to about 19 pounds for bicycles, judging from prices noted at random at the show.

(Another article on cycling in England, with particular reference to the position of the American motorcycle there, women and motorcycles, and some other phases of English cycling, will follow.)

HOLDEN PUTS ONE OVER

THE circulation department of the Boston Sunday Advertiser and the Boston Daily Advertiser has mounted part of its city circulation inspectors on Indian motorcycles, purchased through George N. Holden, Indian dealer of Boston, Mass. Six Indian Big Chief 74's were selected.

The duty of the circulation inspectors is to cover the 3,000 news-stands and news stations in the Boston district; to see that deliveries of the Sunday and daily issues are promptly made and that all dealers are supplied. They also supply dealers' helps, circulation advertising material, advertising cards and all methods of advertising promotion.

Glenn Durling, Toledo's new Harley-Davidson dealer, is also a bicycle rider of no small reputation in his home town of Wadsworth, Ind.

The Advertiser is the first and only newspaper in Boston to mount its city circulation department on motorcycles. This flying squadron of Indians are all sidecar equipped and handsomely gold lettered with the words: "Boston Advertiser. That the Boston Advertiser, one of the largest newspapers in the country, recognizes the importance of the motorcycle and its absolute necessity, if they are to cover Boston within a few hours each day, is another advanced step for this vehicle for its use commercially.

CROTONA CLUB DOINGS

C ome on you
R oad hounds
O f the Annual Event.
T here's no doubt you will be
O n the open road to start the
N ew Year right.
A nd you amateurs and novices;

C ome on you
L egion of average riders.
U nleash the metal steeds,
B egin right.

M idnight run entries,
I n before the 27th,
D raw a place in our
N ew idea "PROGRAM"
I n which the bystander
G ets the dope
H e wants to know.
T hey are distributed free.

R emember the date.
U ntil then, prepare for the
N ew Year's First Contest.

J. C. V.

Rey McConnell Says:

Manufacturers seem to realize the importance of deliveries at this season of the year and are making prompt shipments on short notice. Many models of certain make wheels have been off the display floors for several weeks because the dealers could not get sufficient of them to keep a demonstration wheel on the floor, it was said, by Ohio dealers.

Half a Day’
Broad

In That Time a Motorcycle Wi
Wild Deer Roam an

By Pau

The hunting lodge in the pine woods.

NEW York City, with its hurrying throngs of humanity, its crowded thoroughfares, its towering sky-scrapers, its hastening subway trains, its strident noises. Then the high hills, the tangled thickets, dim pine groves and secluded clearings frequented by the shy deer, the whirring partridge, the noisy blue jay, the chattering red squirrel and an occasional black bear or wildcat, where conditions are primitive and life is lived without its frills.

How many of the great city's teeming millions realize that these two opposite extremes are separated by only a half-day's joyous spin—that the big woods, the primitive wilderness and abundant game can be reached so quickly and pleasantly by the man with a motorcycle?

Our party left the starting point on East 75th street shortly after noon. Ed Fish was piloting the Ace that propelled the sidecar in which I rode. Charlie Mihalik, of the Yorkville Cycle Co., Ace dealers in New York City, followed with another Ace and sidecar, and the third man was Walter D. Batterson, Harley-Davidson dealer of Corning, N. Y., with a "74" sidecar outfit.

The other two cars, as well as the rear compartment of the "Observer" that I rode in, were loaded to the guards with duffle-bags packed with hunting equipment, extra clothing, guns, boots, ammunition, camera supplies and other gear.

An Encounter With a Road Hog

Batterson was still moving stiffly as a result of an experience of the preceding day. He had ridden down from Corning to join Fish on this expedition, and as they had a day to spare they had gone out on Long Island in Fish's sidecar outfit for a bit of duck shooting. As they were returning to the city at a 35-mile clip, a road hog in a big automobile came up from behind without warning, passed on the wrong side of the road, and struck the sidecar wheel with his fender. The violence of the impact caused the motorcycle and sidecar to turn two complete somersaults, throwing both Batterson and Fish many feet from the machine and causing many painful bruises, but when they realized what had happened they were thankful that there had been no more serious results.

The road hog went on a-whoopin,' never stopping to see how seriously the riders might have been hurt or whether serious damage had been done.

The motorcycle showed numerous evidences of the conflict, but they drove it back to the Yorkville repair shop, where the broken spokes of the sidecar wheel were replaced, the dents in the mudguard straightened out and the outfit otherwise put in shape to start to the deer country the following day.

Dead Man's Bend

About mid-afternoon we reached a point where the road slipped around a series of unusually abrupt turns on its way down a steep hill, with a sharp drop on the outside guarded by a white painted fence. History relates that this short session of curves is a veritable nest of "Dead Man's Bend's" for hardly a day passed without one or more cars plunging over the embankment. As we passed that day a car was lying wrong-side-up among the bushes far down the slope, and many broken or patched places in the guard rail at the edge of the road showed where others had taken the jump. The sharp bends and steep grade make

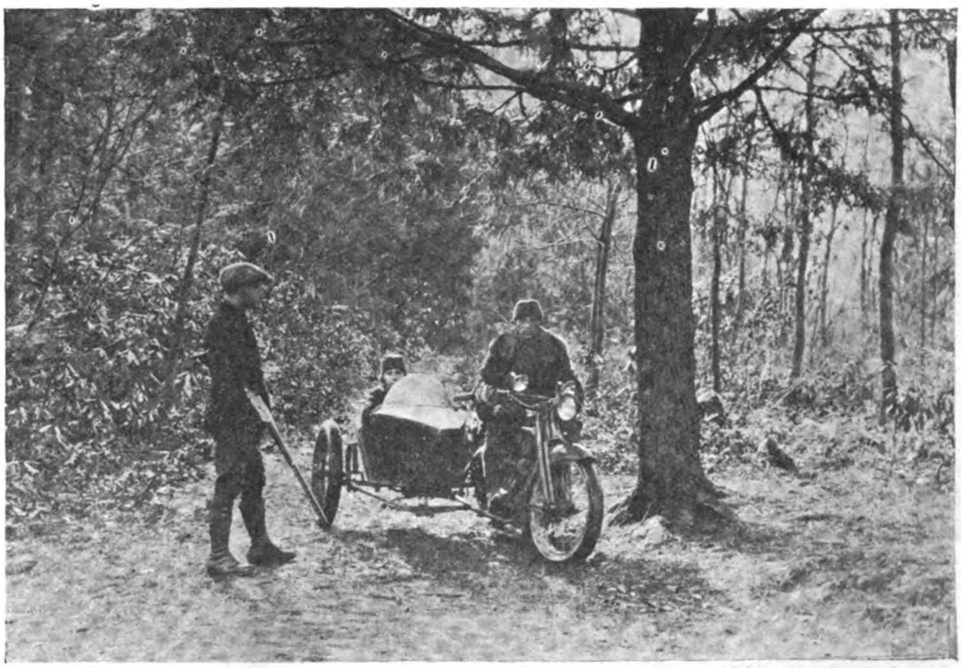
Mihalik, Fish and Batterson with the spike buck.

Ride from way

Carry You to the Wilderness Where the Partridge Drums

J. Bailey

a combination that means trouble for reckless drivers who are not familiar with that spot. But motorcycles seldom go over the edge there because the inherent ease of handling of the smaller machines makes it so much more capable of meeting road emergencies even though traveling considerably faster at the time.



A forest trail where fresh deer tracks are found every morning.

Where Three States Meet

The sun dropped lower and lower in the west as we sped on our way. In the late afternoon we passed the big boulder known as Tri-State Rock, set like a gigantic paperweight to hold down the corners of three states that meet under it—New York, New Jersey and Pennsylvania. We were then back in New York State, but at most times thereafter we could look across a valley at a mountain range and say: "There's Pennsylvania." Port Jervis was the last town before reaching our destination and we stopped to buy a few odds and ends that had been omitted from the kits at the start in order to keep the cargo at a minimum for the bulk of the trip.

The final stage of the ride was a continuous up-hill pull of seven miles. No improved state highways now, but rough dirt roads with big thank-you-marms at frequent intervals, punctured by ruts and pot-holes. This road was in comparatively good condition then as a result of a long period of dry weather, but after a series of heavy rains it became a hub-deep mire of clay mud.

Zooming over the crest of the last ridge, we turned off the dirt road into a rough lane, and ahead of us saw the rays of our headlights reflected in the windows of a weatherbeaten frame shack which was to be our headquarters for a time. The whirr of motors in front of the door aroused Sheriff Ed Schoonover, who soon came out blinking his eyes in the rays of the spotlights that were focused on him. Fish, who knew the Sheriff of old, introduced the rest of us to him.

Schoonover is a native of that district and a veteran deer hunter. Fifty-eight years old but powerful and active enough to outdo many men of half his age. He had never been to New York City in his life until last winter, when Ed Fish had escorted him down for a few days to see what made the Big Town tick. He says that the city is all right to visit for novelty's sake once every 50 years or so, but that the hill country where there's plenty of fresh air and elbow room is the place to really live.

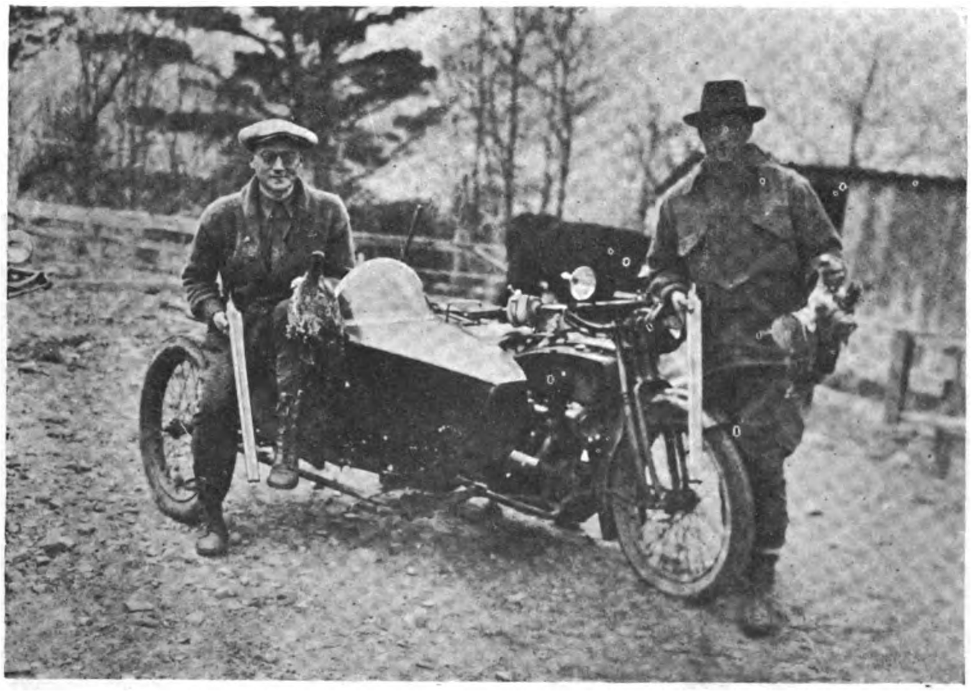
We stayed there a week, every day packed with health-giving exercise and satisfaction. Partridges were abundant and both Fish and Batterson scored on the hurtling balls of mottled brown feathers.

Deer were fairly abundant in the district, though hard to catch sight of, as the season had been open for a week when we arrived. Several deer had been killed by hunters in that time, and the survivors were wise, cautious and elusive. Many fresh tracks and signs of deer were encountered when gunning for partridges, and on several occasions the crash of underbrush was heard as startled deer hustled away from nearby thickets without exposing themselves to view.

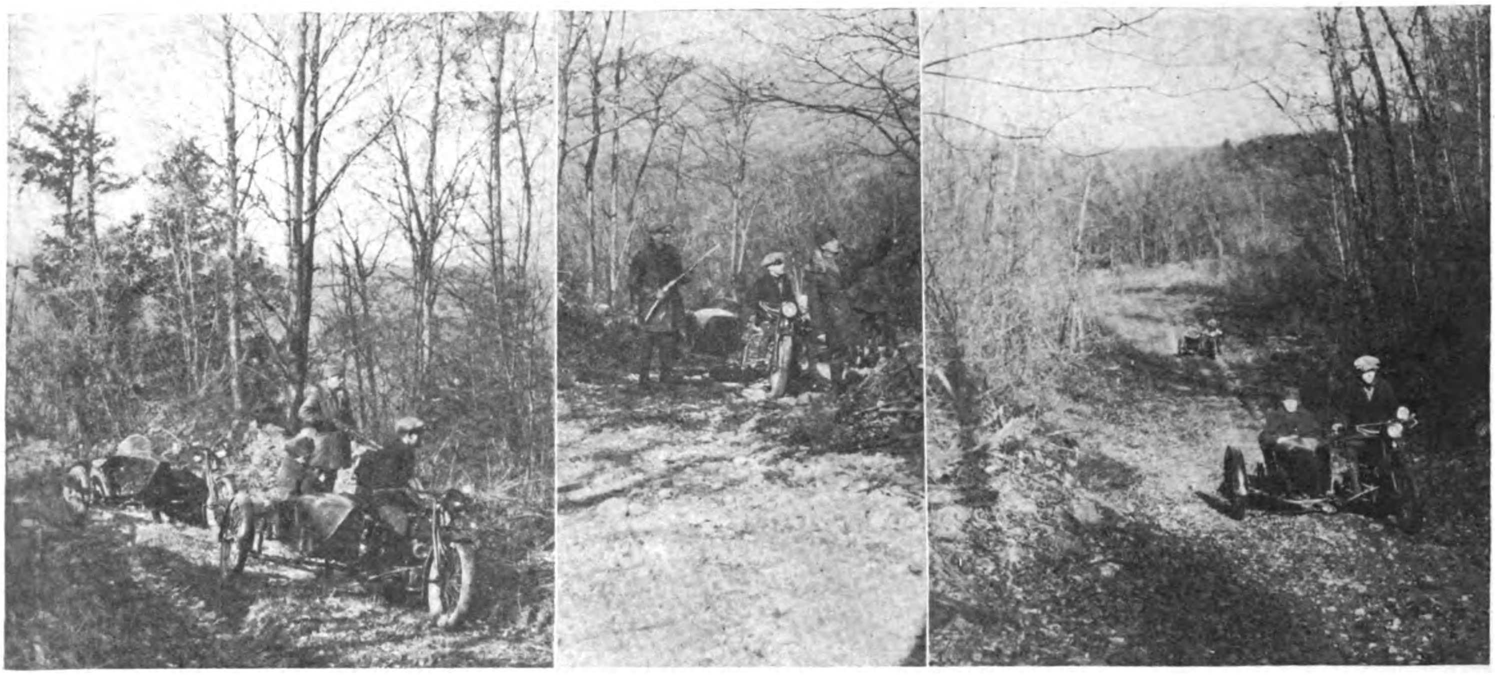
Fish Gets a Deer

Mihalik and Batterson both caught glimpses of white flags as deer flitted into the distance with throttles wide open, and Fish jumped one from just the other side of a clump of bushes which concealed it.

The following day Fish had better luck. Having gotten a line on the



Bailey comes in with a few partridges.



(Left) There's a rabbit in the brush. (Center) A likely bit of second growth. (Right) Climbing the hill at Cahounzie.

location of runways and the movements of the animals during a couple of days of partridge hunting, he took the 30-30 the next morning and slipped out to the woods by his lonesome. In mid-afternoon he came back to say that we'd have venison for supper. He had shot a husky big spike buck in a pine grove up the hillside, and had come to get his sidecar outfit to haul it in.

Driving the machine back up a rough and narrow little lane he turned off up a steep track leading up the hillside, driving through the tall grass and weeds that had overgrown the tracks and brushing past the twigs and underbrush that spread across the way. After a long, stiff pull up the hillside he reached the grove where the buck lay.

The deer was loaded into the sidecar and a few minutes later was down in the sheriff's front yard, where it was hung up, skinned and dressed.

Venison steak for supper that evening, with all the trimmings that could be asked for, produced by the skilled culinary art of the Sheriff's wife. We lived high all the time we were there, for Mrs. Schoonover is a past mistress of the science of delighting hungry appetites and each trip to the table was a separate triumph. Stacks of golden-brown pancakes hot off the griddle, with fresh-churned butter and honey or syrup, for breakfast every morning. Dinner and supper brought venison steap or chops, vegetables, deep-dish apple pie, fragrant coffee or cold milk. Verily, we did well by ourselves.

A Memento of Trip

Charlie Mihalik opined that a nice pair of fur gloves made of pelts taken from animals killed on this trip would be a practical and fitting memento of the trip, so he specialized on the small furbearing varieties. He absorbed tuition rapidly from Stanley and Claude, the Sheriff's sons, and became a successful fur-hunter under their direction. There was no question about his having gotten results; Batterson knew about it before Charlie got to the house when he returned from his expedition — the animals wearing the fur are sometimes mistaken for kittens. Incidentally, the pelts he got were beauties; long, heavy fur, one of them all black except for a tiny white mark on the face; the other two having the more common streaks of white on the sides.

We had no further luck with deer after Fish got his buck, for by that time they were too wise and wary to show themselves at all. The partridge shooting continued fair but variable— one afternoon "Bat" flushed at least thirty birds in one thicket, though able to get only a few shots at them because of the dense underbrush. The next day he saw only two in the whole afternoon's tramping about.

There were a couple of trips by side-

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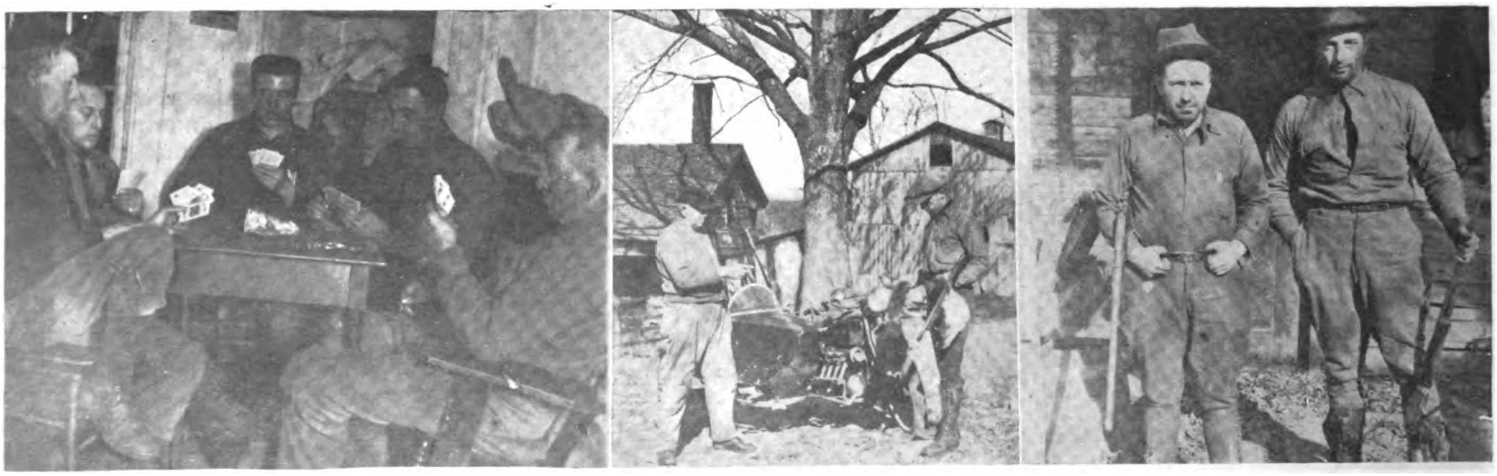


(Left) Sweetening the Kitty in the evening. (Center) Mihalik with another kind of kitty, not so sweet. (Right) W. D. Batterson and E. W. Fish with their war paint on.

Success Secrets

ONST there wuz a man who went into Bizness for hisself. He fitted up a dandy Office with the latest Equipment 'n everything.

He wuz sew proud of that office an' felt so important in it, that he made the mistake of thinkin' it wuz a *Permanent Camping Ground* instead of the dynamo room from which power an' push an' energy were sent forth.

Day after day he Kontinued to bottom his office chair. Day after day he took on Flesh an' found it more an' more difficult to Get out an' Hustle. Soon he yielded to fat Habits of thinking as well as living.

He felt it onfair that his Kompetitors were getting Ahead of Hymn. He began to blame his Associates an' workers, an' to kut on the Quality of Goods an' Service. He went rite on living in his Office an' expecting the world to kum an' Bow at his Feet.

Won day his brother from the West kum to Visit him. His brother was Rich an' Progressive. Our friend sed:

"Now Jake is getting the Dough, an' I'll put up a poor mouth story an' get him to help me to some Kash. It would be awful nice to have a few thousand to fall Back on Rite now!"

But Jake listened in an' sed, "Nitzy Sam. You are barking up the wrong tree. I got out an' Hustled. You wuz too lazy to do it. Now you have know Reason to expect me to divvy up with you. Besides a few thousand would only Tide you over a little while, an' you'd be rite back where you are now.

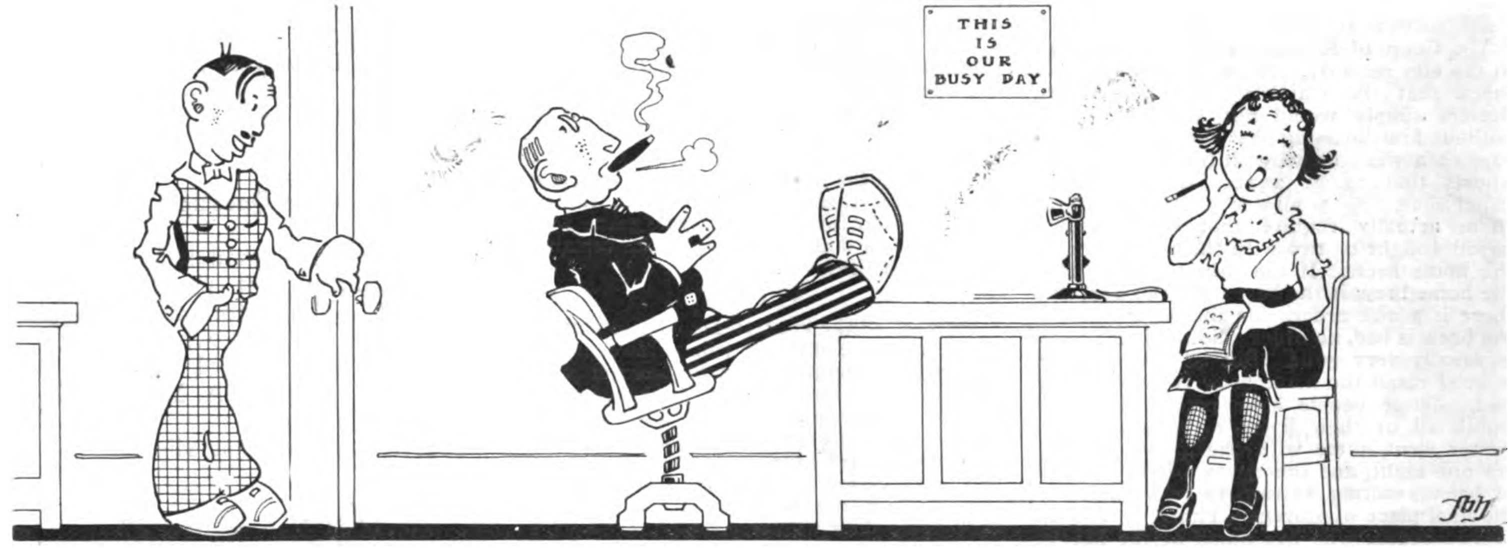
"The only Person who can help you is Sam Smith hisself. A man is made Important an' of sum account, or Unimportant an' a mere Bizness Parasite by his own will. You have deliberately made your Choice an' any Change must kum from within an' not from without. It's up to you!"

Our friend Sam Smith wuz Madder 'n a Hornet an' talked about the selfishness of his Fambly. But Jake laffed an' sed:

"Sum of us in the world has got to be Selfish, or we'd all be in the same boat with Poor Richard."

So Jake went home. Sam at last caught the Idee which he ought to have had in the First Place—that he'd have to make sum reel Effort on his own part. At first, Effort made hymn lame an' sore. But Gradually he begun to enjoy it an' today is beginning to regain sum lost Ground.

Hard work doesn't hurt Enny body. Takin' it easy, chasin' recreation and doin' nothing are about as tiresome an' expensive Occupations as a man Kan find. Nervous breakdown seldom kums from overwork, but more often from foolish Habits or an unbalanced way of living.


THIS IS OUR BUSY DAY

"He wuz sew proud of that office an' felt so important in it that he made the mistake of thinkin' it was a Permanent Camping Ground instead of a dynamo room from which power an' push an' energy were sent forth."

HALF A DAY FROM BROADWAY

(Continued from previous page)

car down to Sparrowbush to mail postcards to the folks at home telling of our luck. On the second of these trips Charlie Mihalik had started late in the afternoon and as his motor purred over the road up the mountain on the homeward trip, then swung round a turn past a tiny clearing, and as the beam of his headlight swept the bushes at the edge of the meadow, two glowing balls of fire gleamed at him from the roadside. Quickly shutting off the motor he turned the spotlight to bear on the place where the eyes had gleamed, and there stood a magnificent buck, its six-point antlers spreading proudly above its high-held head, regarding this intruder who had so rudely interrupted its grazing. With the glare of the spot-light in its eyes the deer stood motionless while Charlie gazed. He readily understood why it has been made illegal to hunt deer with a light, as the glare renders the animal helpless and robs it entirely of the even chance that true sportsmanship dictates.

After Charlie had looked to his full satisfaction he turned the spotlight down toward the ground a moment—there was a crash of underbrush and the thud of pounding hoofs—and only the swaying twigs of the bushes and a few freshly crushed strands of tall grass to show where the monarch of the forest had been.

We rode back to the Big City on Friday—first seven miles all down hill that we had climbed at night when we came out, later swinging onto the state roads with a beautiful spin home.

Now note this significant point: Too many people east of the Missisippi are under the impression that in order to find Nature in the raw, with big-game hunting, wild country and primitive wilderness, it is necessary to journey to the Far West or to Canada. They can't afford the time and expense to go to those places, so they consider it necessary to close their ears to the call of the Red Gods and forego the joys of the open altogether.

They don't realize that a motorcycle makes the wilderness quickly accessible to the dwellers in the greatest city in the world. Cahounize was just 108 miles from East 75th Street, and the journey took just a half a day. About two gallons of "gas" and a quart of oil was the transportation expense.

Snappy Gossip From Dixie

By "Red" Parrish

GUS CASTLE has closed out his interest in the Castle Co. at Atlanta and is connected with one of the sporting goods houses out in St. Louis. The business of which Mr. Castle was manager has been taken over by Clarence Springs, brother of the late Hammond Springs.

* * *

Business at the local Indian store (Indian Motorcycle Co.) was good for Christmas, with a full line of Columbia bicycles and Juveniles for all sizes.

* * *

John S. Balmer, Southeastern representative of the H.-D. Motor Co., was in town with headquarters at the Ansley Hotel. Mr. Balmer is in high spirits over the outlook for 1923. It looks like there is to be a real H.-D. store in Atlanta for 1923.

* * *

L. D. Shearin of the Excelsior Mfg. & Supply Co., left the city last week in an awful hurry. Must be something in the wind. There usually is when Shearin gets going in high.

* * *

Mr. Copp, of Edwards Crist Co., was also in the city recently. Mr. Copp made the remark that the majority of the Southern dealers simply would not buy any goods without first knowing that the salesman was to visit a week or so with him. The writer knows that to be a fact from practical experience. As a matter of fact, some of them actually require that the salesman spend a night or two with them, and sample the home brew. If the salesman says that the home brew is the best ever, the next day there is a nice order. On the other hand, if the brew is bad, no order. So the home brew is usually very good. But all joking aside, it is. I mean the home brew is never really bad. These people have not lived in the South all of their lives for nothing. The writer went home with one of his customers one night, and there was a bath tub full of brew awaiting its turn to be admitted to the final place of storage. Think of that, all of you people who live north of the Mason and Dixon line, and weep.

* * *

The Buttrick Motor Co. has taken on a line of bicycles and did a nice Christmas business. Harry Sweet, the boy who rode from Atlanta to Rome and returned, a distance of 125 miles, handcuffed, both hands and feet to his machine, in the remarkably short time of three hours and 55 minutes, has returned to Atlanta, after a tour of the North and East. Sweet is still desirous of making a cross-country trip in this fashion, but as yet he has not been able to make the connections he wants.

* * *

Harry Glenn, Southeastern representative of the Hendee Mfg. Co., has made himself very scarce in and about Atlanta for the past few weeks since the endurance run, for some reason or other. Probably (Postum), who knows?

* * *

We note that A. G. Aldrich is to travel the South for the Neracar. All right, A. G., come on down, but don't bring any recipes for near beer. We will teach you the secret of who's who and howcum in the moonshine circles. Yes, indeed, we know how to blend it according to Al. K. Holl.

While a bunch of riders at one of the local motorcycle stores was discussing the transcontinental record, and Cannonball Baker, the other day, one of the new riders wanted to know if the cannonball baker was something like the fireless cooker or was it an oven used in the munition factories during the war. We give up. Still another rider who has been riding for some time wanted to know if Robbers Roost in Los Angeles was something like Buzzards Bay, Rhode Island, or is it in Massachusetts? And if so how do the motorcycle stores run their places of business on Robbers Roost? Do they have floating stores?

* * *

Fred St. Onge was in our midst again a short while ago, over at Greenville, S. C., and later at Pensacola, en route to the West on another year's jaunt for the Cycle Trades of America. His voice was just as strong as ever, despite the 462,000,000 times he has said: "Here you there, get back in the rear. The front line is for the decorative bicycles." And then blow his whistle "thr-r-r-r-r-r-r-rrrr-r-r-r," which certainly takes some two or three hundred pounds of steam. Why not a Fred St. Onge for the motorcycle game if there is such an animal available? It is doubtful if there is, inasmuch as the seven wonders of the world have been known for some time, while the eighth has been added in the last three years since St. Onge has been out on the job as the bicycle evangelist. However, if there could be a man located who could do for the motorcycle game what St. Onge has done for bicycles, he certainly would be a lifesaver.

* * *

Most all of the contestants won something in the recent endurance run. However, the majority of them are unable to get what they won. Before the run, everybody was on the prize committee, but after the run there seems to be no prize committee. Those who did not get anything are unable to see just why. A few of them, even indicate that they are on the warpath if some laurels don't come their way.

* * *

Here is the very latest thing in the way of avoiding an accident, something that only happens once in a lifetime. On one of the Atlanta streets an autoist swerved to keep from running a motorcyclist down, resulting in turning the auto over and killing the driver. This should go down on record as the first time in history that the motorcyclist has not been the one that went to the cemetery.

* * *

There is considerable comment in and about this vicinity, to the effect that there is soon to appear on the market a four-cylinder motorcycle weighing 150 pounds, and to sell for $125. No one seems to know where the dope came from, or who is to be the manufacturers.

WE HAVE MOVED

BECAUSE of the crowded condition of our offices at 912-920 Broadway, MOTORCYCLE AND BICYCLE ILLUSTRATED has moved into new and more commodious quarters at 239 West 39th street, New York. The latch string is out. Call and give us a house warming.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

More Lives Than a Cat, Though

We saw keen grief on his face
While many salty tears he did shed.
"What calamity's yours?" we cried.
"Oh, woe!" he wept, "my engine's dead."

Hoping to Meet Again

Judge—"Now I don't expect to see you here again, young fellow."

Chronic Motorcycle Speeder—"Not see me here again, judge? Why, you don't expect to resign from your job do you, judge?"

Our Own Question Box

Dear Hy:

I own a 1876 model Pea-Shooter with auxiliary foot pedal drive for steep hills. My motor motes magnificently, but my hind wheel won't go round. Where shall I look for the grief? A. M. ATEUR.

Dear A. M. Ateur:

See if your belt has slipped off the boiler. HY T.

Ain't Nature Grand?

In our Names Club we have quite a rural sector—Brooks, Rivers, Hills and Woods.—J. H., A. D., C. and Gordon.

Lyin' in the Blood

"Barker tells me his hack does umpty-seven miles to the gallon."

"Oh, that's hereditary. His mother was a novelist; his dad an ambassador.'

Motorcycling *is* the greatest sport in the world. We suggest a new slogan for the industry—"Ride and Rave."

A Plea to Sidecar Manufacturers

When Mary steps in a sidecar,
Just see how brazen bad men are!
Why don't they turn their heads, I beg?
Why should they look at Mary's hat?
Those high-steps sure are a disgrace.
They are entirely out of place.
The distance ,truly, should be half,
Then Mary wouldn't show her capriciousness.

Question Box

(1)—Please tell me how I can make my 1921 Harley-Davidson 61 cu. in. twin go 75 to 80 miles per hour. What pistons should I get and what should I do to my flywheels and rods?

I will give $10 for the best information. If anyone can give me this information, please send name and address to MOTORCYCLE AND BICYCLE ILLUSTRATED.

New York, N. Y. H. C. S.

Answer

(1)—Not until you try can you determine whether or not a motor of 61 cubic inches can be fixed to do 75 to 80 miles per hour in a touring motorcycle frame. Your motor may have this much in it after lightening and rebalancing, and again it may not.

Generally speaking, use aluminum or alloy pistons. Lighten the connecting rods and rebalance the flywheels. You must do this as you are using lighter pistons than the cast iron ones now in your cylinders. This work is no job for an amateur. If improperly done, the motor stands a good chance of being ruined. We cannot tell you how much to drill the connecting rods or to rebalance the flywheels, as we do not know what pistons you will use, nor what condition your motor is in. Each rebalancing is an individual job for that individual motor. Why not see the Harley-Davidson Sales Co. on 110th street, as to the advisability of doing this before attempting it?

Cross-U. S. A. Trips

(1)—Please tell me whether any lightweight motorcycles have ever crossed the United States before E. G. Baker made his trip on the Neracar? My friend says that a 5 h.p. twin made this trip ten years ago and that the rider, who he says, came from Portland, Ore., was the first to make this transcontinental trip on a lightweight.

St. Louis, Mo. A. W. SMITH.

Answer

(1)—Following the trips made by Volney Davis on an Indian 7 h.p. twin, William Streif riding a single cylinder 3½ h.p. N. S. U., crossed the continent in 1911. It was not a continuous trip, as Streif was injured near Denver and was laid up for some time. On recovery, he finished the trip. Several years earlier, the rider of a Yale-California 2½ h.p. single with belt drive made a trip from the Atlantic to the Pacific; we unfortunately have no details about this performance other than what is here given. A rider named Schantin, having only one leg, came across from Portland, Ore., to Portland, Me., on a 5 h.p. twin Flying Merkel in 1912. This is probably the man your friend refers to. The only real lightweight transcontinental trip (until the Neracar) was that on the Yale-California single. The 3½ N. S. U. and the Flying Merkel were middleweights.

Anderson Plugs

(1)—Where can I purchase Anderson sparkplugs for a motorcycle?

(2)—What should be the distance between contact points on the magneto of a 1922 Indian 72 cu. in. twin?

A. W. B.

Rutland, Vt.

Answer

(1)—These plugs are not now on the market. You may be able to get them from the Gotham Sporting Goods Co., 83 Warren St., New York City, or from B. A. Swenson, 522 Broad Street, Providence, R. I.

(2)—About 1/64 of an inch, but get a magneto wrench for the Splitdorf or Dixie and use the bronze gauge-blade for accurate setting. The same magneto is used on the 72 as on the 61 and the 37 Scout.

For Winter

(1)—Is castor oil good to start a motor in cold weather?

(2)—If not, what is and how would you apply it?

(3)—Once a motor is timed, how can it become out of time?

(4)—How would you put up a storage battery for the winter.

(5)—What is a really good way to test a 1917 Harley-Davidson motorcycle? HARLEY-DAVIDSON MOTORCYCLIST.

Brooklyn, N. Y.

Answer

(1)—No. Castor oil will make starting harder, if anything.

(2)—Ether. Inject a little with the priming syringe in each cylinder, after priming the carburetor well. Also can be used mixed with gasoline. Don't overload the cylinders with ether, for it gives quite a powerful explosion. Carry ether in a glass-stoppered bottle and keep the stopper tight.

(3)—By shearing a key in one of the gears, such as the magneto or pinion gear (rare). By increase in clearance between push-rod and end of valve stem (wear or looseness).

(4)—Give charge to point recommended by battery makers (full charge), drain off all elecrolyte from cells, rinse cells out with several changes of clean distilled water, stand battery in cool, dry place until ready for use.

(5)—Ability to pull hills as compared with performance of preceding years; mileage on gas and oil; response to throttle; sustained speed on level stretch; absence or presence of motor and three-speed noise; condition of clutch and brakes; action of spring fork; condition of bearer-arms on left-half of crankcase (should be sound). Also test controls for ease and quickness in action.

Miscellaneous Queries

(1)—Is a motorcycle windshield made now? I do not mean sidecar shields but those for the machine itself.

(2)—Please give me the address of a good motorcycle clothing manufacturer.

(3)—Are there any four-cylinder motorcycles made in Europe?

(4)Which machine do Europeans favor: the four-stroke or the two-stroke?

(5)—Can an A. B. C. generator be fitted to a 1915 Indian twin and can engine plates be secured to hold the Splitdorf generator as in the later models of Indian?

(6)—For a trip solo to California would you advise a Chief or a Scout?

(7)—Would it be better to make this trip with a solo or sidecar machine?

St. Joseph, Mo. Arthur H. Cook.

Answer

(1)—We have no record of any windshield for the motorcycle being manufactured at present.

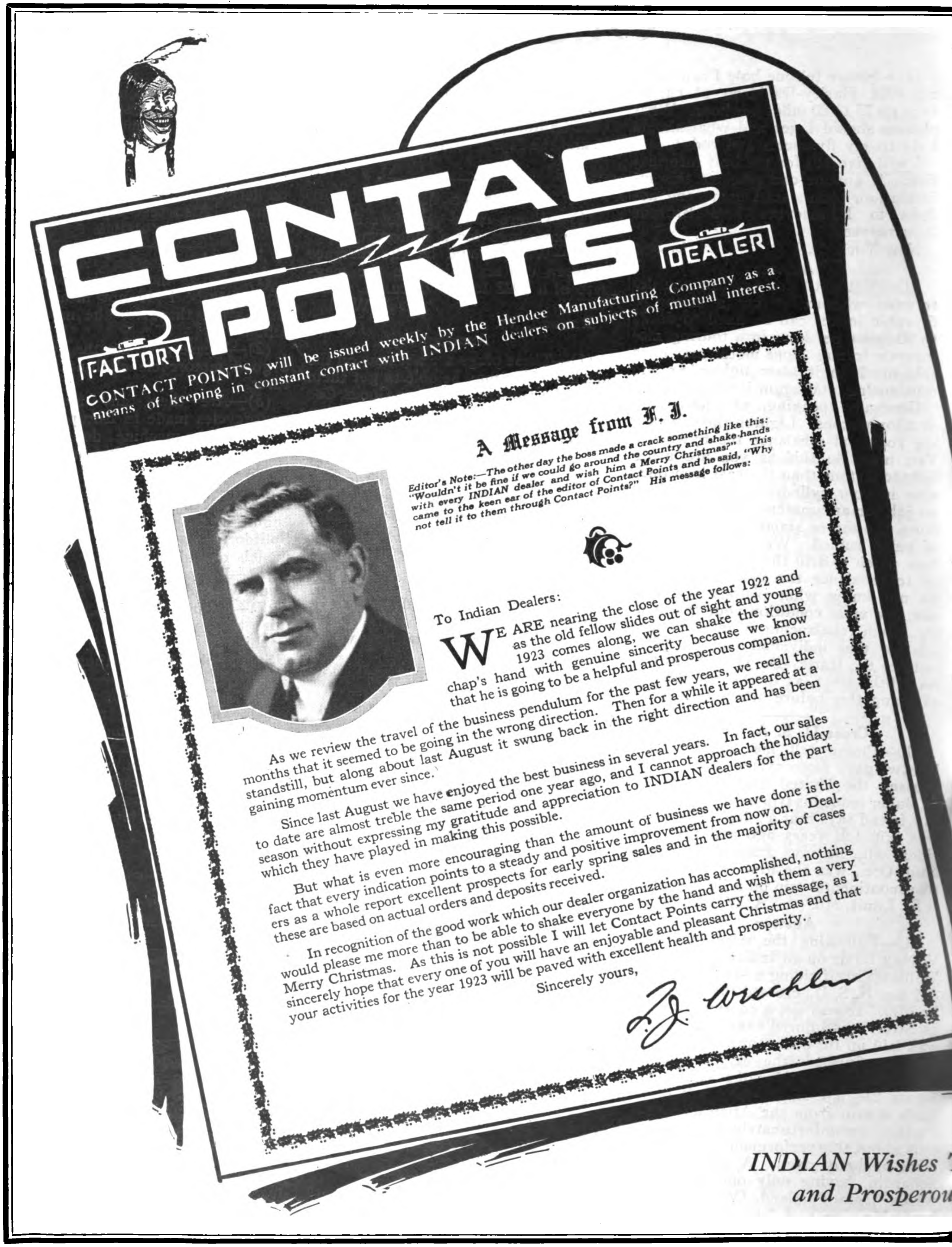
(2)—We think you will do better to get into communication with a big sporting goods house for clothing. Most riders use surplus army clothing to good effect, and this has done much to discourage manufacturers from making special motorcycle garments. It might pay you to get in a line of leather jerkins, etc. We have no list of motorcycle clothing makers to recommend.

(3)—The F. N., made at Liege, Belgium, is a 4-cylinder shaft drive model of 45 cubic inches capacity. This is about the only 4-cylinder European model remaining today.

(4)—For over 3½ horsepower the four-stroke. For less than 3½ horsepower both types run about even in favor.

(5)—An A. B. C. generator can be fitted to a 1915 Indian twin. It will need a little machine work, of course. Regarding the Splitdorf generator, write the Engineering Dept., Hendee Manufacturing Co., Springfield, Mass.

(6)—(7)—Recommend using a sidecar outfit at this time of the year. Use the Chief.



CONTACT POINTS will be issued weekly by the Hendee Manufacturing Company as a means of keeping in constant contact with INDIAN dealers on subjects of mutual interest.

A Message from F. J.

Editor's Note:—The other day the boss made a crack something like this: "Wouldn't it be fine if we could go around the country and shake-hands with every INDIAN dealer and wish him a Merry Christmas?" This came to the keen ear of the editor of Contact Points and he said, "Why not tell it to them through Contact Points?" His message follows:

To Indian Dealers:

WE ARE nearing the close of the year 1922 and as the old fellow slides out of sight and young 1923 comes along, we can shake the young chap's hand with genuine sincerity because we know that he is going to be a helpful and prosperous companion.

As we review the travel of the business pendulum for the past few years, we recall the months that it seemed to be going in the wrong direction. Then for a while it appeared at a standstill, but along about last August it swung back in the right direction and has been gaining momentum ever since.

Since last August we have enjoyed the best business in several years. In fact, our sales to date are almost treble the same period one year ago, and I cannot approach the holiday season without expressing my gratitude and appreciation to INDIAN dealers for the part which they have played in making this possible.

But what is even more encouraging than the amount of business we have done is the fact that every indication points to a steady and positive improvement from now on. Dealers as a whole report excellent prospects for early spring sales and in the majority of cases these are based on actual orders and deposits received.

In recognition of the good work which our dealer organization has accomplished, nothing would please me more than to be able to shake everyone by the hand and wish them a very Merry Christmas. As this is not possible I will let Contact Points carry the message, as I sincerely hope that every one of you will have an enjoyable and pleasant Christmas and that your activities for the year 1923 will be paved with excellent health and prosperity.

Sincerely yours,

F. J. Weschler

INDIAN Wishes

and Prosperou

F. J. Weschler's New Year's Message

This message from General Manager Weschler to INDIAN Dealers, has a very significant meaning to all those interested in the motorcycle business. The fact that INDIAN business has to date practically trebled what it was one year ago, proves very conclusively two things—first, that the motorcycle business is showing a very healthy growth; and second, that the ***INDIAN is the popular line to sell.***

if you want to make money, as an—

Indian Motocycle

dealer, write for our free booklet, "What You Get with an INDIAN Franchise." This tells about the INDIAN line, and the organization which has made this very remarkable growth possible.

We still have some very valuable territory open, and invite correspondence from those interested in getting on the INDIAN band wagon for 1923.

Hendee Manufacturing Company
Largest Motorcycle Manufacturer in the World
SPRINGFIELD, MASS. U. S. A.

A Happy
Year

With *the* Trade

SURRE HANDLES CHICAGO HANDLEBARS

Erie, Pa.—W. J. Surre, special factory representative, has just added another high grade item to his classy line of cycle goods. He has taken over the sale of the handlebars, seat posts and stems, etc., manufactured by the Chicago Handle Bar Co., of Shelby, Ohio.

HENDEE CATALOGS READY

Springfield, Mass.—The 1923 Indian catalogs will be ready for distribution soon. This catalog will be of the same convenient size as last year. It has an attractive red cover, is made up of twelve pages. The cut and phrase books which have been so popular with our dealer organization have been revised for 1923 and are ready for distribution. These contain the new models of the motorcycle and bicycle line, together with some wonderfully attractive scenic cuts.

1923 COLUMBIA CATALOGUE READY

Westfield, Mass.—Copies of the new 1923 Columbia art catalogue are now off the press and ready for distribution among the Columbia dealers of the Westfield Manufacturing Company. The brochure contains sixteen attractively designed pages illustrating in colors the various models of the Columbia line for the coming year. Highlight pencil drawings supply the decorative effects and tend to set off the bicycles in a way which strongly appeals to the reader. Complete specifications, construction and equipment information, shipping instructions, etc., are included in the booklet.

EXPORTS INCREASE

Washington, D. C.—Exports of American products during the month of November established a new high record for the year 1922, according to statistics compiled by the Bureau of Foreign and Domestic Commerce. Total commodity shipments during the month amounted to $383,000,000, as compared with $370,720,154 for the preceding months and $294,092,219 for the month of November, 1921. Exports have been increased steadily for the last four or five months, the Department's figures show, and the November shipments were greater than those of any month since March, 1921.

"BUSINESS FINE" SAYS WETZEL

New York.—Salesmanager Dan Wetzel of the Williams Steel Wheel & Rim Co., paid a flying visit to the Metropolis last week. That is, he expected it to be a flying visit when he started from Utica, but there were difficulties. To save time he took an earlier train than he at first intended and then when the engine broke down south of Albany, and the train was stalled for several hours, he saw the later train go flying by. He landed in New York at midnight, just in time for the Follies, but as he was dated up for an early morning train to Philadelphia, he passed up the bright lights. Dan says business is fine, thank you. Orders are rolling in and rims are rolling out of the Utica factory in a steady stream. The only fly in the ointment is a difficulty in getting steel.

NEARLY MILLION CARS OF FREIGHT

Washington, D. C.—Industry continues to function at a rate greatly above its usual level for this time of the year, judged by reports of freight loadings for the week ended December 9 filed by the carriers with the American Railway Association. Loading of merchandise and miscellaneous freight, which includes manufactured products, amounted to 539,420 cars, 47,716 cars greater than the preceding week, and 78,498 cars, or about 15 per cent., greater than the loadings for the corresponding week last year. Total loading of revenue freight very nearly touched the million-car mark, the 919,828 cars which were loaded being an increase of 178,487 cars above the corresponding week last year. This was also 74,609 cars greater than for the preceding week when, however, loadings were reduced owing to the observance of Thanksgiving Day.

HARLEY-DAVIDSON SCHOOL PAYS

Milwaukee, Wis.—The first of a series of courses in motorcycle mechanical instruction to be given during the winter at the Harley-Davidson factory in Milwaukee, under the direction of H. E. Jamieson, was brought to a successful close with the usual banquet of the attending students and factory heads. The course just completed was for a three weeks' period of a more or less general nature, Jamieson having touched on most all points of the motorcycle. Another course will be put on in January, for police speed officers only. Another course may be given in February for dealers and dealer repairmen. However, this has not been definitely decided upon. Something like eight years ago H. E. Jamieson, better known to the trade as "Happy" Jamieson, conducted the first dealers' repair school. Every winter since, with the aid of Joe Ryan, and at times B. Warren Henwood, Howard Campbell and Harold Hoyt, he has conducted one or more courses at the factory school. These courses of instruction have done a great deal to build up the splendid dealer organization of the Harley-Davidson Motor Company and the service facilities of the Harley-Davidson dealers. Harley-Davidson motorcycle mechanics, expertly trained in the factory school as conducted by Mr. Jamieson, are scattered throughout the country, and in fact there is one or more of these factory trained mechanics in the repair shop of almost every Harley-Davidson dealer of any importance.

HARLEY-
AVIDSON

Standing (left to right): Lawrence Unbebaun, Toledo. O.; Geo. (Usco) Ellis, Yonkers, N. Y.; P. G. Tilson, Asheville, N. C.; H. J. Haskard, Boston, Mass.; Felix Lawson, Columbus, Ga.; V. J. Plumb, Fairfax, Mo.; Fred Russell, Welland, Ont., Can.; Otto Erickson, Spencer, Ia.; S. Mangeri, Pagradc, Albania; Roy Imbeden, Chehalis, Wash.; A. S. Neubauer, Fargo, N. D.; H. E. Jameson, Milwaukee, Wis.
Sitting (left to right): Joe Ryan, Milwaukee, Wis.; D. E. Goldsmith, Gary, Ind.; W. Nelson, Bartlesville, Okla.; H. J. Aldis, Toronto, Ont., Can.; G. W. Edwards, New York, N. Y.; E. A. Kirk, Fairmont, W. Va.; L. F. Brouse, Toledo, O.; M. Brown, Newburg, N. Y.; Ed. Nelson, DeKalb, Ill.

THE YULETIDE SPIRIT

It is with much pleasure that we acknowledge Christmas greetings from Mr. and Mrs. Fred St. Onge, the Hendee Manufacturing Company, A. B. Coffman, Harley-Davidson Motor Co., G. C. Sandruck, Wally Stuart, the Six Stern Brothers, C. E. B. Clement, Carter Carburetor Company, W. W. Whiting, Frank P. Rodger, G. M. Bicknell, Hugh H. C. Weed, Robert J. Leacock, George E. Atkins, A. E. McGavin, William J. Surre, Mr. and Mrs. Frank W. Snook, the Crotona Motorcycle Club, C. W. Plass, Z. Godin, the Excelsior Motor Mfg. & Supply Co., Mr. and Mrs. Douglas R. Hobart, Wesley G. Paulson, L. A. T. Peterson. Mr. and Mrs. Augustus Cowles Rice, Ray E. Garner.

Paul Bailey, Mr. and Mrs. J. B. McNaughtons, Blauvelt and Stuart, A. Schrader's Sons, Inc., Francis M. Waters Advertising Agency, Mrs. E. L. Latterman, W. E. Kleimenhagen, E. B. Holton, Mr. and Mrs. L. D. Richards. Dan H. Wetzel, A. G. Aldrich, George T. Briggs, Horace M. Huffman, Irving W. Barnard, Arthur Davidson, Edward Jackson, A. A. Anderson, Cal Webber, T. J. Sullivan, William B. Mayer, Miss Frances Loeb and C. A. Persons.

FRENCH CYCLE SHOW TROUBLES

Paris, France.—Everyone seems to have his own troubles. At the Paris salon this year the bicycle makers found themselves relegated to some unattractive barrack-like buildings a quarter of a mile from the beautiful palace where the automobiles were exhibited. They were not very happy about this for they had always been given space in the same building, and indeed they feel that during the past the auto show has been made financially successful only through the support of the bicycle makers. Strangely enough the accessories people were left in the Grand Palais and they were displeased because they were thus separated from their customers, the cycle manufacturers. Then there was the ever present contention about "who is a manufacturer?" Only bona fide manufacturers were to be allowed to exhibit and not a little hard feeling was caused by the inclusion of certain makers.

CHILD AND ELLIS IN NEW POSITIONS

Milwaukee, Wis.—George "Usco" Ellis, who recently cut eleven hours off his Boston-Chicago sidecar record, rode back East on his record-breaking Harley-Davidson sidecar outfit. Ellis will take over the territory of Alfred Child, who has been transferred to the Export Sales Department of the Milwaukee factory. This territory includes northern New Jersey and New York State as far west as Syracuse. Ellis is well known among the motorcycle trade and by riders in the East and has been a member of the Harley-Davidson factory sales organization since last August. Since August and up to the time he left on his record-breaking dash he travelled New England and worked with Floyd G. Coolidge, New England Branch manager. For a number of years Ellis was connected with the United States Tire Company in and around the metropolitan district. His strange nickname "Usco" dates back to the time he exploited the merits of their products. Ellis, by the way, will have a chance to meet some of his old friends and tire customers again when he greets them as a Harley-Davidson salesman. Ellis attended the three weeks' term of the Harley-Davidson factory dealers' and mechanics' service school. He completed his service school course Friday and Saturday he left for his home in Yonkers and his new campaigning grounds. This time Ellis rode alone. Winter motorcycling and battling winter winds are royal sport for George. The day he left the factory, the old mercury was doing a submarine dive. No attempt will be made by Ellis to break records on his return ride East because of the lateness of the season and the snow and ice covered roads.

READING STANDARD PLANT TO BE SOLD

Reading, Pa.—Arthur E. McGavin, receiver of Reading Standard Motorcycle Manufacturing Co., was on Tuesday, granted an order of sale for the property by the court. Mr. McGavin, who has been general manager for several years, and who was appointed receiver when proceedings were brought by the American Hardware Corporation, one of the creditors, last August, stated that he had been unsuccessful both in getting enough orders to warrant operating plant or in getting a private sale buyer for the plant and assets. He recommended a public sale. The property consists of a three-story brick factory, and machinery and equipment. The date of sale has not been fixed.

FOREIGN TRADE OPPORTUNITIES

Washington, D. C.—Information on the following foreign trade opportunities will be furnished upon application to the Bureau of Foreign and Domestic Commerce, Department of Commerce, by mentioning the opportunity number:

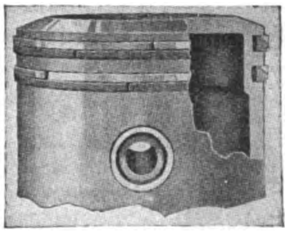
Bicycles wanted in Norway. Purchase desired. Quotations, c.i.f., Norwegian port. Opportunity No. 4358.

Bells for bicycles wanted in Norway. Purchase desired. Quotations, c.i.f., Norwegian port. Opportunity No. 4387.

Alfred Child transferred from traveling Eastern territory to the Export department of the Harley-Davidson Motor Co.

KENDELL PISTON RINGS

Fort Wayne, Ind.—Kendell Piston Rings, manufactured by the Kendell Engraving Corporation, here, are arousing considerable interest among the trade. They are of two-piece construction, an inner or expansion ring and an outer or packing ring. A special analysis iron being used, which after having been thoroughly seasoned is further improved by a special returning process on the expansion ring, producing what is termed an "even-radius"-type ring, having equaradial expansion every thirty degrees on the entire circle, all points having equal pressure. This is especially beneficial in slightly out-of-round cylinders. A non-clogging oil wiper is also provided in this section of the ring. The outer or packing section of the ring is of softer non-resilient iron, being turned with an inner surface on a 55-degree angle, the expansion ring having an externally inclined face of the same angularity, thereby relieving groove pressure and increasing pressure on the circumference, lengthening the life of the expansion ring. This is a non-carboning feature.



The Kendall Piston Ring.

George A. Ellis transferred from the New England Territory to New York and New Jersey by the Harley-Davidson Motor Co.

CYCLE EXPORTS IN OCTOBER

New York City—During October the bicycles exported from the port of New York were valued at $4,058. In the same month 1,085 motorcycles valued at $245,791 and parts of cycles, except tires, valued at $73,511 were exported. By countries they are:

Bicycles—Switzerland, $87; England, $15; Costa Rica, $219; Mexico, $213; Panama, $217; Jamaica, $80; British West Indies, $44; Cuba, $422; Dominican Republic, $30; Dutch West Indies, $42; Haiti, $66; Colombia, $923; Ecuador, $12; Peru, $30; Venezuela, $900; British India, $156; China, $23; Philippine Islands, $178; Australia, $307; British South Africa, $63; British East Africa, $4; Canary Islands, $27. Total, $4,058.

Motorcycles (with number) — Austria, $1,129 (5); Belgium, $2,093 (11); Czechoslovakia, $149 (1); Denmark, $4,436 (20); France, $14,766 (75); Germany, $711 (3); Italy, $6,818 (30); Malta, $200 (1); Netherlands, $21,914 (96); Sweden, $5,946 (48); Switzerland, $5,286 (23); England, $14,773 (67); Panama, $237 (1); Jamaica, $272 (1); British West Indies, $346 (2); Cuba, $1,350 (6); Dutch West Indies, $658 (3); Argentine, $4,004 (17); Brazil, $755 (3); Peru, $278 (1); Venezuela, $760 (4); British India, $10,171 (45); Ceylon, $3,280 (12); Java, $13,933 (60); Hong Kong, $1,444 (6); Japan, $5,159 (23); Australia, $99,544 (416); New Zealand, $10,485 (41); British South Africa, $11,872 (53); Canary Islands, $425 (1); Egypt, $2,597 (10). Total, $245,791. Number, 1,085.

Parts of cycles, except tires—Austria, $153; Belgium, $2,351; Czechoslovakia, $9; Denmark, $3,966; France, $715; Italy, $1,508; Netherlands, $6,717; Norway, $1,317; Spain, $3,035; Sweden, $1,938; Switzerland, $760; England, $3,851; British Honduras, $53; Panama, $257; Mexico, $117; Bermuda, $767; Cuba, $377; Dominican Republic, $339; Dutch West Indies, $189; Haiti, $9; Argentine, $2,923; Brazil, $212; Dutch Guiana, $86; British India, $1,668; Ceylon, $896; Java, $5,556; Hong Kong, $374; Japan, $14,366, Australia, $12,529; New Zealand, $1,433; British South Africa, $685; Egypt, $1,055. Total, $73,511. Total weight, 141,252 pounds.

BELGIUM CHANGES TARIFF RATES

Washington, D. C.—A cablegram, dated December 5, 1922, from Commercial Attaché S. H. Cross at Brussels, furnishes information, based on unofficial sources, which supplements his recent cable on the proposed specific duties on motor vehicles imported into Belgium. The table below summarizes both cable reports and shows the ad valorem rates at present in effect as well as the proposed specific duties on motorcycles. The schedule also contemplates a regrouping of certain items.

Articles	Import duties—Present Per cent. ad valorem	Import duties—Proposed Francs per 100 kilos
Motor cycles:		
Complete	20	600
Detached parts	12	40
Saddles	12	*180
Rims and mud guards	12	60
Chains	12	200
Transmission and gear boxes	12	480
Miscellaneous finished pieces	12	280

*Cable not clear as to accuracy of this figure.

Further cables from Acting Commercial Attaché S. H. Cross, at Brussels, dated December 11 and 12, advise that this matter is being taken up by the American Chamber of Commerce, with the informal assistance of the American representatives, and it is hoped that some moderation of the proposed advances may be secured. It is understood, however, that the Belgian Government desires to have the bill passed in time for the new rates to go into effect on January 1, 1923, although it is possible that some delay may occur.

Among *the* Dealers

CHARLIE SPREADS OUT

Lima, Ohio—Charlie Rouscolps, of the Lima Cycle Company, has placed a sub-agency at Dolphes, Ohio. Charlie believes in expanding.

WHERE SERVICE RULES

Dayton, Ohio—Indian Motor Mart reports the best business in their history. They are great believers in the medium weight machine. Their 1923 sales to date are about 90 per cent. Scouts. Service is their middle name.

TROUBLE AHEAD FOR RENO SPEEDERS

Reno, Nev.—Pettibone & Bigeby, Nevada distributors for the Indian line, have recently delivered a Chief 74 to the local police department. Traffic Officer Dean is very well pleased with his new mount.

CLARK HAS A PLEASANT JOB

Hamilton, Ohio—Earl Clark, of Clark & Son, Indian agency, reports business exceptionally good. He is at present negotiating the sale of five Scouts to a young ladies' club. The young ladies are already taking instructions in riding. No; Clark does not need any more instructors.

COPLEY OPTIMISTIC

Fostoria, Ohio—"We have just received our first Big Chief, and to say that it is being favorably received is putting it very mildly," says F. A. Copley, 132 E. Center street. "If the present interest is any indication, there is going to be some motorcycle business here in 1923."

BUSY IN MAINE

Auburn, Me.—The Androscoggin Cycle Co., Indian and Cleveland dealers of this city, are not allowing the Winter breezes to snuff out their enthusiasm. Instead the snappy weather increases their pep and they are going right out after business, and getting it, too. A full line of parts and accessories enables them to give prompt service to the riders of their territory.

HAP IS HAPPY

Oakland, Cal.—Hap Alzina hung out an Indian motorcycle sign at 198 Twelfth street. Oakland, Cal., just six weeks ago. He has about as nifty a cyclery in Oakland as you would want to set your eyes on and Hap's the boss. "I have only been in business for myself about six weeks and already have every reason to believe that the coming season is going to be a very good one," he says.

TOYS AND MOTORCYCLES

Cincinnati, Ohio—The Phillips Motor Sales Company recently renewed their Ace dealership when Ernest Hughes, traveling representative, was in this city and signed a 1923 contract covering Hamilton County in Ohio and Canton and Campbell counties in Kentucky. Mr, Hughes found the company doing a rushing holiday business in Christmas toys as well as with a goodly array of prospects lined up for motorcycle sales. One sale for a new Ace and Observer sidecar was closed while Hughes was in the store.

FREED SELLS JUVENILE GOODS

San Francisco, Cal.—Mobs of parents and children took possession of the Pacific Motor Supply Co.'s store here during the week preceding Christmas. The sight of such a large array of wheeled goods delighted the small boys, and most of them made one rush for the vehicle most desired. "Business is good," said A. Freed, and in view of the purchasing mob this seemed like a mild statement. The Pacific Motor Supply Co. was the only large motorcycle establishment here dealing in juvenile wheeled goods this year.

NECKAR DOES BOOMING BUSINESS

Terre Haute, Ind.—Herman F. Neckar, Harley-Davidson dealer for this city, reports an increase of 300% in sales in three months, as compared with the entire year of 1922. He has just sold three motorcycles to a local loan company for their collection department. This loan company has used motorcycles for a number of years for this work, and advises that no other form of transportation can equal it for satisfactory service, economy of operation and dependability. The territory sovered by collectors ranges from 75 to 125 miles from the city. The men are out on the road every day and are able to cover more ground and make more calls than by any other method of transportation. Small cheap cars were given a tryout but were found unable to give the service, furnish results required or operate as economically. Prospects here are very bright and Neckar looks forward to a very successful motorcycle year.

LANG BUYS OUT BURNETT

Waterbury, Conn.—John Lang has purchased the entire stock, fixtures, machinery, equipment, good will and Harley-Davidson selling rights for Providence, R I., from Wm. N. Burnett, dealer in that city for the past seven and a half years. Burnett has been selling the Milwaukee product for nine and one-half years, having had eastern Connecticut territory from January, 1913, to 1916, leaving the smaller agency in the hands of his younger brother for one year and then selling to Frank A. Moore of Danielson, who has since become one of the notable dealers in southern New England. He has been in Providence for about seven years and is known as one of the leading dealers of the country. Mr. and Mrs. Lang take the location formerly used by Burnett, and will start exactly where the latter left off, with a splendid opportunity for carrying on, more 1923 models having already been delivered to date than in any previous fall season with the exception of 1922. William Lang, the eldest son, has been left in Waterbury and will continue that establishment as his own. All the rest of the family have moved to Providence and will operate the store as a family affair, with part of the help who were employed by Burnett. After a diligent two weeks' search over the whole town not a suitable store could be found. The newcomers also have acquired the cylinder grinding outfit purchased a year ago from the factory, and which has been serving most of the dealers in the East with a high-grade grinding job in a fraction of the time formerly consumed in sending these parts to the factory.

William Lang, who takes over the Waterbury Harley-Davidson store.

Mrs. John Lang, one of our best motorcycle boosters.

ENTERTAINS WITH RADIO

New York—The Indian Sales Co., 922 Washington avenue, have installed a complete radio outfit in conjunction with their service and parts departments. It is capable of receiving any and all broadcasting, so that patrons may enjoy all current and leading events. The first radio program was given on Saturday evening, December 23. Riders and their friends were cordially invited to be present, and a big crowd enjoyed this entertainment.

SARKEGIAN GETS BUSY

Fresno, Calif.—Bob Sarkegian, who recently signed up for the Ace dealership in this territory, got into the game with such pep and integrity that when traveling representative Roy Artley visited him to see how he was getting started, he found that Sarkegian had already sold six machines and had a big list of live prospects who would soon place additional orders. Sarkegian advertises liberally in the local newspapers and closely follows up his prospects.

ELLIOT NEEDS MORE ROOM

Columbus, Ohio—R. L. Elliot is winning a very wide following by the high quality of service that he gives riders, and as a result business is coming his way consistently. He has a nice store, with a fine machine shop in connection, but explained to traveling representative Ernest Hughes, of the Ace factory, that the establishment was no longer large enough and that he was taking steps to enlarge as soon as possible. Elliot signed a 1923 contract and sees a very rosy outlook for the coming season.

SOMETHING DOING IN DECATUR

Decatur, Ind.—N. Kellington & Son are now handling the Indian line. They ordered a Chief to be shipped at once and it only stayed on the floor a few days. Young Kellington is a firm believer in good looking windows.

Both father and son are popular among the riders and have a wide following. Roy Kellington and some of the riders are about to organize a Motorcycle Club. Temporary club rooms will be located at Mr. Kellington's store at 212 E. Eldorado Street.

MORE SPEEDER CHASERS

Lincoln, Neb.—Wm. Wolff, of the Wolff Cycle Co., Harley-Davidson dealer, has sold the police department two more new outfits. Major Goss, who has charge of the traffic squad, says he will now be able to curb some of the speeding, which has caused many accidents and deaths during the past few months. Wolff says he has sold three times as many machines this Fall as he did during the 1922 season, and he is now formulating plans for an unusually big business next Spring.

DOING FINE IN SUCKER CAPITAL.

Springfield, Ill.—D. Sims, manager of the Motorcycle Department for Wm. L. Blucke, Indian dealer, is right on the job this year. Since the miners went back to work he has signed up three of them for machines for Spring delivery. Sims had a pretty window display, a 74 Chief with nickel disc wheels and spot lights on it, also a complete line of motorcycle and bicycle accessories surrounding the machine. A good list of prospects will be followed up this Winter with personal calls, also with a mail campaign. Blucke also handles the Indian bicycle and is cleaned out and waiting for more.

BROWN CO. EXPANDS

Vincennes, Ind.—The Brown Motorcycle Co. of this city have just completed arrangements with R. E. Platt of the Harley-Davidson Motor Co. to take on the sale of the Milwaukee made machine for Knox County in Indiana and Lawrence County in the State of Illinois. Earl A. Brown, one of the proprietors of the new concern, has been employed for some time past as mechanic for another dealer here and is well known and liked by all of the riders in this vicinity. The other proprietors are equally well known and liked, and the combination should become one of the most energetic of dealers in this part of the country. The sales room, located on North Seventh street, is small but very neat and clean. The show windows are neatly arranged and decorated with a white lattice background, giving the passerby a desire to stop and look in at the display, and a lady would not hesitate to enter this store to make a purchase for fear she might soil her clothes.

MIDDLETOWN THRIVES

Middletown, Ohio—After the industrial depression which affected business so adversely last year, Middletown is again humming with industry and going strong. Edgar Streifthan, of the East End Cycle Company, reports sales as developing very favorably on both motorcycles and bicycles, and has just closed a 1923 contract for the Ace four-cylinder, with Middletown and Warren counties as his territory. He says that judging from the start already made, 1923 will be the best year for motorcycle business since the boom days of 1919, while a far more healthy and substantial condition exists than in that year, so that the resulting prosperity will be more genuine and lasting.

YONKERS ACE HEADQUARTERS

Yonkers, N. Y.—Traveling Representative E. W. Fish, of the Ace factory, closed a contract with Charles Doerner, the well known motorcycle dealer of this city, whereby the latter obtains exclusive sales rights in this vicinity for 1923. Mr. Fish is finding the going rather strenuous at times just now in covering his territory by motorcycle, having battled through a severe snow storm a few days ago in making his way from one town on his route to the next. The roads are sometimes blocked entirely by snow drifts until a path can be plowed through. Mr. Fish finds, however, that a motorcycle and sidecar can often get through when no other vehicle is able to travel.

OPTICIAN BECOMES DEALER

Calumet, Mich.—E. Guilbault and Son, of this city, conduct a prominent office as opticians and oculists. This brings them in contact with a great number of people who are excellent material for conversion to high-class motorcycle purchasers, and as this phase of the situation became increasingly evident, the younger Mr. Guilbault decided to enter the motorcycle sales field and looked into the merits of the opportunities offered. He went after the Ace dealership energetically and placed his plan before Salesmanager F. W. Snook so forcefully that he was granted exclusive sales rights in Houghton and Keweenaw counties. Mr. Guilbault is arranging to show a new Ace with Observer sidecar in his booth at the Calumet Motor Show.

SPEER ON HIS OWN

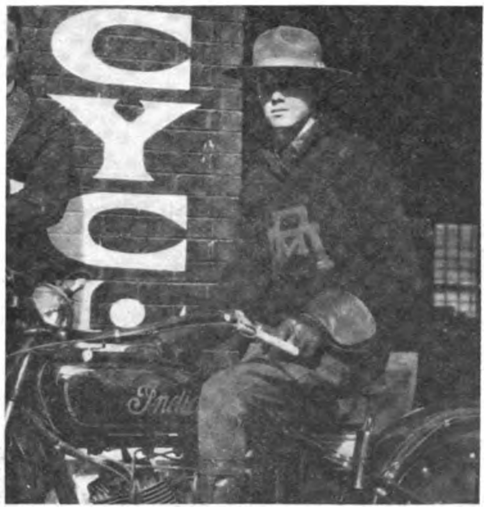
Paterson, N. J.—Another illustration of the motorcycle's providing the opportunity for a progressive young man to get into business for himself is the case of Frank Speer, who has opened an attractive new store here for the sale of Ace motorcycles. For some time Speer had been star repair man for J. W. Terhune, of Hackensack, but grew to appreciate the value of the openings that existed for hustlers, and determined to benefit by the chance. He closed with Sales Manager F. W. Snook of the Ace factory for selling privileges in Paterson. He lost no time in getting a demonstrating machine into action, and is now swinging customers into line at a rate that promises a gratifying volume of sales for his first season's business.

WRIGHT DOES IT RIGHT

Richmond, Ind.—Earl Wright, who signed up with traveling representative Ernest Hughes for the Ace dealership not long ago, has closed several sales and has been kept busy ordering new machines from the factory and making deliveries. Wright is using his time to good advantage during the Winter, not only in boosting sales of machines but by enameling and fixing up second-hand machines so as to have them in a condition that will bring a good price for resale during the Spring months. Wright is enameling most of these refinish jobs dark blue with cream color stripes, the uniformity of color of these machines adding greatly to their attractiveness when lined up on his sales floor. He is also making an aluminum sidecar body with which he expects to show some very snappy action in various speed events during the Summer.

TERHUNE INCREASES HIS LINE

Hackensack, N. J.—W. Terhune, who has made a mark for himself in this section of the country, has added the Ace agency to the Harley-Davidson line, which he already handled. His history serves to illustrate the influence of a dealer's own activity in causing others to become interested. It will be recalled that "Wild Johnny" Terhune was prominently among those present in many of the foremost hill climbs of the Atlantic Coast during the past few years, and an imposing collection of trophies grace his store as results of his skill. Terhune's energetic methods brought abundant results, and his sales have mounted consistently. He has a record of selling 150 new machines in one year, though Hackensack is only 17,600 population. Terhune has Bergen County as his Ace territory. Orders for three four-cylinder machines and an "Observer" sidecar were booked right off the reel, and other buyers are ready to sign on the dotted line as soon as additional shipments can be delivered.



P. Michero, proprietor of the El Paso, Tex., Indian agency.

NEW DEALER AT INDIANAPOLIS

Indianapolis, Ind.—John Morgan, who has been conducting a first-class repair establishment at 701 S. Meid street for a considerable time, and has become recognized as the leading motorcycle repairman of the city, but had never before taken much interest in the sale of new machines, decided to get into motorcycle retailing and gain his share of the rich rewards. Accordingly he arranged with Ernest Hughes, traveling representative of the Ace factory, for sales rights on the four-cylinder Ace motorcycle. His place of business is being remodeled and enlarged to accommodate the changed character of its activity. He has leased the room next door in addition to the one he has been using, and will move the repair department into it, reserving the corner room exclusively for sales.

NEW CARBON COUNTY DEALER

Lehighton, Pa.—The opportunities for independent business and substantial profits have become so attractive that Clarence Webb, of this city, has decided to enter the motorcycle sales field and has opened a store as the latest addition to the ranks of the motorcycle trade in this district. He is selling Ace four-cylinder motorcycles, having obtained exclusive sales rights in Carbon County. The improved industrial conditions in this section of the State since the settlement of the big strikes has increased the purchasing power of the class of men that includes most of the motorcycle buyers, and as a result sales are developing at a very favorable rate for 1923.

CHANCE FOR SOMEONE

Mr. H. J. McCarthy,
Cycle Trades of America, Inc.,
New York, N. Y.
Dear Sir:

Centerville is still without a bicycle shop in spite of my efforts to stir someone to action.

Only tonight I read a short item in our daily paper stating that the man who owned the only (so called) shop in town is selling out. Really he has nothing in the bicycle line to sell. He had nothing whatever to start with and never had a new wheel in the shop. Can you imagine such a state of affairs in this modern age?

One hardware store has a few cheap wheels on the top shelf back while they push cream separators and curry combs. The town is wide open and has been for nearly three years that I have been there. There ought to be a grand opening here for a live one that would inject the racing spirit into the youngsters. In my mind, racing is the only proper introduction of the bicycle in this age of action and speed. It worked well 25 years ago when I claimed to be a hotdog—and they say that history repeats.

Can't you stir up a live prospect in your midst and give him Horace Greeley's line of advice? On my word this is a dinger of a town and a payroll from some 30 coal mines, yet possessing all modern features of a city.

Try to have someone give it the once over, at least.

In truth.
Chas. G. Gilson.
708 E. Van Buren Street.
Centerville, Iowa.

MORGAN IS ON THE JOB

Indianapolis, Ind.—John Morgan is remodeling his store and preparing for a large Spring business. He reports prospects very good. Morgan says he is going to let all riders know that he is on the job early and late, ready to give real service whenever they need it. He has delivered a new Ace sidecar outfit to D. Sommers and Company, one of the largest furniture stores in Indianapolis. The company bought this machine for the use of one of its collectors, who finds its ability to cover great distances quickly and economically, very valuable in his work.

ALL HUNKY IN AURORA

Aurora, Ill.—Zerphy des Lauries, Indian dealer, reports a splendid Fall business in general and on the Indian 74 in particular. He recently delivered one to the Naperville Police Department.

A WORD FROM IOWA

MOTORCYCLE AND BICYCLE ILLUSTRATED—I note your Scout article in the Question Box, of November 28. I have a Scout. Had the cylinders rebored and lapped by R. C. Expanding lap last Spring. Put in Ray Day pistons. Have had the bus up to 58 m.p.h. and not game to let it out any more. Have 3/32″ cylinder seat gaskets (red fibre) to reduce compression, as I carry my wife on tandem quite a bit and the extra load makes the engine labor too much. Here is the best part: Made an 85-mile trip, 30 miles good rough Iowa roads, 15 miles all sand where one put both dogs down to keep her nose in the road, and rest fair going, on 9 pints of gas. I use a Carter.

2028 Esplanade Ave. S. A. WILSON

GLENN DURLING
SERVICE WITH A SMILE

H. P. Main 5891-W
B. P. Adams 2167
1809 Adams Street

Harley-Davidson Motorcyles
Children's Wheeled Goods
Bicycles

Club Plan

Price of machine	Amount of weekly payment	Machine delivered when following amount paid in	Balance payable weekly as follows
$100.00	$3.00	$ 50.00	$3.00
150.00	3.50	75.00	3.50
200.00	3.50	100.00	3.50
250.00	4.00	125.00	4.00
300.00	4.50	150 00	4.50
350.00	4.50	175.00	4.50
400.00	5.00	200.00	5.00

NO TIME SALE CHARGE

Take advantage of the following reasons why you should buy a machine by the CLUB PLAN method.

1.—You save paying the standard time sale charge of about 10% on the unpaid balance.

2.—On used machines you get the benefit of the low winter prices.

3.—You are guaranteed and assured the delivery of a machine for spring.

4.—You make such small easy payments that you do not miss the money.

5.—It eliminates the necessity of drawing on your bank account for money, etc.

6.—Because you get the lowest prices, easier terms, no time sale or financing charge, the CLUB PLAN is the SIMPLEST, EASIEST, CHEAPEST way to enjoy the cheapest transportation and KING OF SPORTS—MOTORCYCLING.

Here is Glenn Durling's Club Plan Card. These cards are liberally distributed where they will do the most good.

What Motorcycle Clubs *and* Riders Are Doing

DELANCEY M. C. MOVES

New York—The Delancey M. C. has moved into new quarters at 257 Division Street. Meetings are held every Friday night. The latchstring is out to all riders in the Metropolitan district. Those desiring to join can get in touch with Secretary J. Schneiderman. The club is registered with the M. and A. T. A., charter No. 150.

CROTONA "MIDNIGHT RUN"

New York—The "Midnight Run" will be held on New Year's Eve, under the auspices of the Crotona Motorcycle Club, 175th Street and Webster Avenue. The route will be from Fordham Square, Bronx, to Poughkeepsie, N. Y., and return. Many new and interesting tests will be introduced in deciding point scores for participants.

NEW CROTONA OFFICIALS

New York City—The new officers of the Crotona Motorcycle Club are as follows: President, J. C. Viggers; vice-president, A. Zimberg; secretary, M. Seibman; treasurer, William Merrilles; road captain, W. Keating; first lieutenant, George Dennett; second lieutenant, L. Jacobs; sergeant-at-arms, Al Bernasconi; Board of Directors, E. Blauvelt and I. Wood.

GOLDEN GATE ENDURANCE

San Francisco, Cal.—February 25 has been set as the date for the first endurance run of the Golden Gate Motorcycle Club. The San Francisco Daily Chronicle, which is sponsoring the event, is to donate a handsome trophy. Another coveted prize to be competed for is the silver team cup, donated by the Firestone Tire Co. This has already been held twice, in contests between Indian and Harley-Davidson teams, but it must be won three times for permanent possession. The Ace will have a team in the field on February 25, according to Olcott Cummins, Ace representative here, so the contest for the Firestone cup will be a three-cornered duel, and it promises to be a lively one, for all the teams are out to carry off the glory of being in line for that cup. Bob (Robert J.) Eirick, until recently with the Firestone, is doing preliminary boosting for the run, which he guarantees will be 250 miles.

Mrs. E. L. Latterman, Park Ridge, N. J.

Mr. Motorcycle Club President—What are your plans to keep the Club members interested this winter. Now is the time to begin if you have not already done so.

Call your Club officers together and talk over the question. Then make your plans and carry them through.

If every one does his share there will be entertainment for all which is necessary to keep your members interested and happy.

If this office can assist in any way, please make free to call.—A. B. Coffman, M. & A. T. A., 326 W. Madison St., Chicago, Ill.

A NEW YEAR MESSAGE

New York—President H. D. Shotwell and Secretary W. Jackson, of the American Motorcycle Club of Brooklyn, send forth the following New Year message to the riders: We send our best wishes for a very happy New Year to all motorcyclists of our great city. The new season of riding will find us a real body of clean riders that will help motorcycling to the highest standard of outdoor sports. Fellow riders, we must be organized to keep our sport in the right light before the public. So help to do your bit by joining some club in your section of the city and boost the sport along. We are always open to membership to riders that stand for good runs and social events. We are 100 per cent. M. A. T. A. riders and our club stands for companionship on the road to all riders. Sign up with some club and start the New Year right. Meet all the clubs of the M. A. T. A. at the coming Motorcycle and Bicycle Show next February or join us at any meeting the first or third Friday of each month. We meet in the Patchen Motorcycle Garage at 305 Patchen Avenue, Brooklyn, N. Y., at 8:15 P. M.

BLAUVELT'S RAIDO EVENING

By Paul Rick

New York—Having received an invitation from Ernest Blauvelt, president of the Indian Sales Co. of the Bronx, to attend a radio concert to be given at his store, 922 Washington avenue, on Saturday evening at 8 P. M., the time would not pass quickly enough until we arrived at 7:55 P. M.

The front show windows were decorated in holiday style to display advantageously the Indian Scout in first honors. Other features were radio sets, tires and accessories. The interior of the store was cheerful and clean. Decorated with creamed oatmeal wallpaper, pure white woodwork with black baseboard, freshly oiled floor, brightly varnished and sparkling show cases displaying the several different accessories, the whole atmosphere of the store was a welcome to spend in comfort an evening of good music, good fellowship and good refreshments.

Ernest Bualvelt was right on the job with a handshake and smile. He collected our overcoats and hats, and made us comfortable. Our attention was attracted to the radio by an announcement that a selection would be broadcasted from WJZ, Newark, and immediately the music of a piano. The raido equipment consisted of a single circuit three stage, all wave regenerative set with a magnavox. Just two stages of amplification were sufficient to fill the store. This set was planned and assembled by Reggie Pink, the well-known hill climber, who also manufactures the small junior vacuum tube sets on display in the show window.

Music and Santa Claus talks were received from WEAF (New York), WJZ (Westinghouse, Newark), WOR (Newark), standard time from Arlington, Brooklyn Navy Yard, etc. The concert continued until midnight and was enjoyed by all.

The radio set will remain a permanent fixture of the Blauvelt store and monthly concerts and get-together events will be held to keep the fellows and girls interested in the new models and furnish a place of amusement where motorcycle ideas and gossip may be freely exchanged.

A poster announcing the coming National Motorcycle Show at the 69th Regiment Armory was conspicuously displayed, also the posters and entry blanks of the Crotona midnight run.

Much interest was shown in a cutaway model of the Scout motor, also some talk of the new 74 cu. in. Chief. Gasoline measuring sticks and match boxes were useful souvenirs.

The exhibition dancing was interesting as performed by Miss Anonia Nagler with Victor B. Rasmussen as partner. They are the slicked up candy kids when it comes to radio dancing.

The fellow who lost his bearings was Pete Kirschner. For the whole evening he was talking horses. It seems he had a sure tip or something; but he rides a motorcycle for sport.

The gang did not have to visit the usual hang out at "Billy's Restaurant" on this night, as there were plenty of eats and then some.

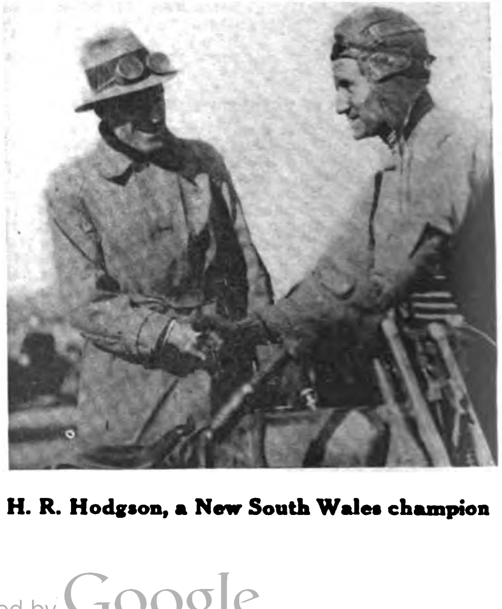
Exterior and interior decorations were the handicraft of Eddie Froude.

A splendid evening of enjoyment was had by all, and we are anxiously awaiting a future invitation from the popular Bronx Indian dealer.

"Happy New Year, Lem." "Same to you, Hank."

Indian
Indian
Indian

Left to right, Johnny Seymour, Gene Walker and Fred Nixon



H. R. Hodgson, a New South Wales champion

Left—Gretchen Everhart, Pensacola, who was a victim of infant paralysis. She was taught to ride a bicycle by Thomas Wentworth, Jr., and has been riding for the past two years. Right—One of Wentworth's stands supplied to the schools

Pensacola, Florida, Has Week *of* Boosting

FRED ST. ONGE had been working at Pensacola, Fla., since Monday and succeeded in lining up dealers, newspapers, school boys and girls and in fact interested more people in cycling and its pleasures that this place ever witnessed.

Starting with a meeting of the dealers at the Chamber of Commerce on Monday morning it took but little time after to get rolling. Five dealers cooperated and bought two half pages of collective advertising. St. Onge obtained 90 inches of free reading matter and permission to visit the schools. Seven of the largest schools were visited where demonstrations were given to 2,800 scholars. Hundreds of these are minus bicycles and like the boy in the soap advertisement years ago, he won't be happy till he gets it. Well, they want bicycles down in Pensacola now more than ever. The demonstration at the P. K. Yonge school was the best thing that has happened on this year's tour of the C. T. A. field agent.

Soon after twelve o'clock Friday the rain subsided enough to allow the bicycle parade so widely advertised through the early part of the week to be staged. Over 115 riders were on hand for the starting signal which was given shortly after three o'clock and they were joined by others along the route and at the Twilight Playground, the objective point of the ride, there were exactly 135 riders, among whom were several girl riders. Many of the youngsters had beautifully decorated bicycles and the riders presented an unusual sight as they rode through the principal streets to the Playground.

Riders who ages ranged from 7 years to grown men rode side by side and the atmosphere was full of enthusiasm. Before the start of the ride hundreds of people gathered at the City Hall, the riders were given a story book on cycling together with colored pennants and horns.

On arriving at Twilight Playground a circle was formed consisting of riders with wheels and 350 people as spectators. St. Onge gave a demonstration in right and wrong cycling and put great stress on the danger of riders using the wrong side of the road and hanging on to moving vehicles. After the demonstration the following prizes were awarded.

For best decorated bicycle, Ross Maler, Vitalic tire by Biggs and Kupfrian; second, Lionel McDonnall, Flash Light lamp by same house; third, Benita Rochblaue, pair of pedals by T. T. Wentworth, Jr. Youngest rider, James Cooper Wilson, seven years old, bicycle bell, T. T. Wentworth, Jr. Oldest rider, B. C. Spivey, bicycle tire, Lewis Nims. Neatest girl rider, Algila Fisher, luggage carrier by T. T. Wentworth, Jr. Neatest Boy Scout, first, William Woodward, Troop No. 2, boy scout knife, Wilson Arms & Cycle Co.; second, Billy Strickland, Troop No. 4, Boy Scout axe, by same concern.

Three other scouts were presented with a silver coin for honorable mention by Mrs. Fred St. Onge. A special prize for meritorious riding was given to Miss Gretchen Everhart by Dwight E. Coons. H. W. McNair, of the Pensacola Post Office, also received a special prize from Dwight E. Coons. Altogether it was the biggest week of cycling activity ever attempted there. Trade visitors of the week were John Balmer, of Harley-Davidson factory; W. P. Smith, of the Elyea Co., Atlanta, and Vic Sandeen, of Chicago Cycle & Supply Co.

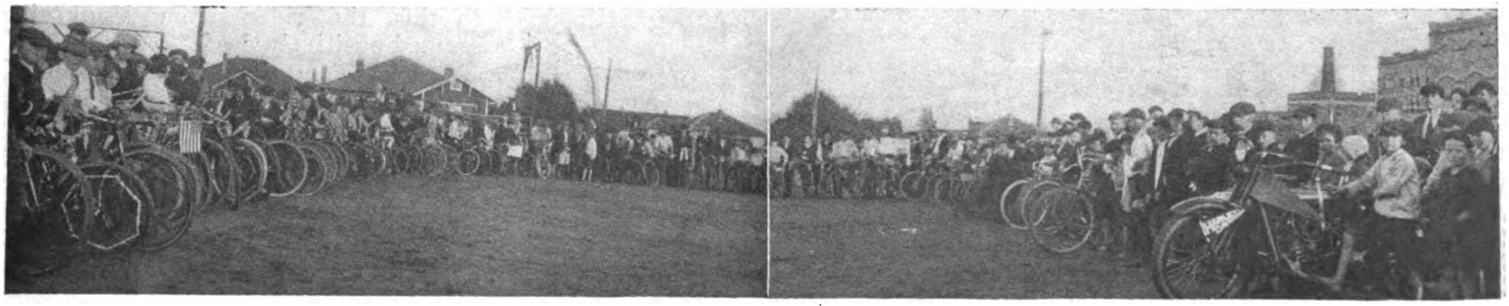
CYCLE TRADE IS BOOMING

THE bicycle trade in Akron has been much heavier this fall than a year ago, with the Christmas business showing steady gains, according to leading bicycle dealers in downtown Akron. With the holiday season at its height, there is every indication that volume of sales will beat that of last December by at least 20 per cent.

With the rubber factories operating at peak and little or no unemployment, there is a tendency on the part of the buying public to let loose of their money more freely, and one sure indication of better times is the few requests for credit.

Bicycles have not experienced a dull season since early last summer and there has been some movement

(*Continued on page* 31)



Some of the crowd that turned out at St. Onge's parade at Pensacola, Florida

THE RIDER FROM HUNKSVILLE

By Chas. G. Gilson

PERHAPS the present-crop of riders will not recall the time when John S. Johnson, the "Terrible Swede," broke the mile record on the kite-shaped dirt track 'way out at Independence, Iowa. It is not found in the present day records, but I can remember distinctly when it happened. At any rate, I was then a small school boy and recollect buying a handsomely photographed pencil tablet depicting John S. Johnson's superb athletic figure doing a terrific sprint over the Western speedway. His performance was instantly flashed over the Associated Press wire, so that both John S. and Independence received an overflow of publicity that startled the country. Until that time John S. Johnson might have been termed a rider from Hunksville.

It was just about this time that the scorcher was blooming. Speed was being developed all over the country. The hired hand was working up leg muscles nightly, after ten or more hours in the field, while the banker's son was striving for the same result by burning up the city pavement.

My first recollection of riding in a road race dates back to 1897, when such stars as Tom Cooper, Eddie Bald, Wally Sanger and other equally famous track stars were in their heydey. It was then that road racing was at its zenith. Every youngster who owned a wheel and possessed real red blood, aspired to local championship honors in the road race.

I owned a fairly good wheel for that time and had a friend who boasted a nifty high-geared bicycle of the 22-pound class. He agreed that I harbored talent in road racing and quickly volunteered to loan me his bicycle to ride in the coming Fourth of July road race. My confidence was then complete. Olders riders had said that my speed would warrant a trial. Like all ambitious youngsters, I listened with anxious ears and was soon entered in the coming contest.

Four o'clock found me out of bed every morning, covering the course at a merry clip. At last I timed myself and found that I could make the distance in 31 minutes flat. My friends advised that with stiff competition a rider could always better his trial records. Our daily paper came out the following morning with a full column story announcing that the Flatiron road race would be started promptly at 3:57.

How Course Was Named

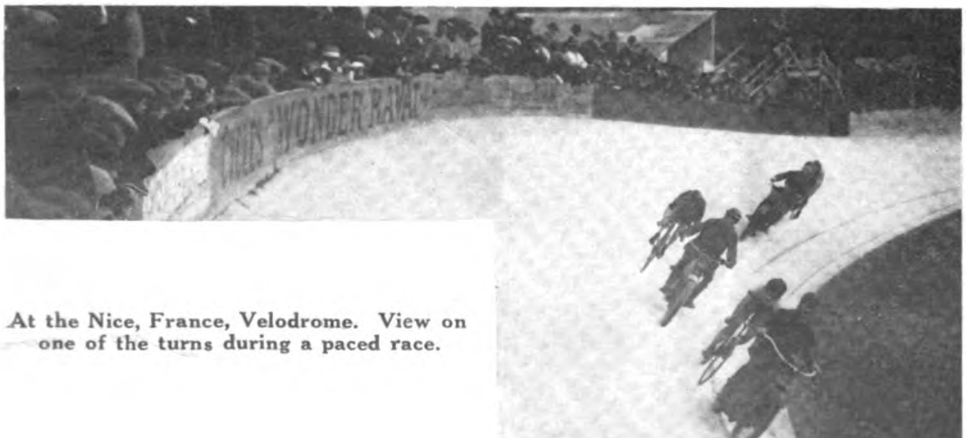
The course got its title from the fact that it was flatiron in shape. The start was made over a mile of paving, then into the country, circling back to the starting point. The correct distance was just a few yards more than ten miles.

All morning crowds poured into town from the country, for the Flatiron race was the only drawing card. There was nothing else of importance —only the popping of a giant cracker marred the monotony of that Independence Day. As early as one o'clock a few enthusiasts were on hand at the starting point, for bicycle road racing in the nineties claimed the same popularity that automobile races do today. Men and women alike were out to enjoy the sport, bent on seeing their favorite win the coveted gold medal which the daily paper offered each year. The morning of the Fourth I found my friend putting the polishing touches on the yellow wheel. It was certainly the last word in bicycle manufacture of those days. The glossy enamel appealed to me; the nickel trimmings shown in the sunlight; the chain was cleaned and oiled. Ram's horn handlebars and toe clips lent a racy appearance.

At 3:57 that afternoon the starter bawled: "Limit men get set!" Four riders clad in racing suits of various colors pushed their wheels to the tape and mounted. There was a worried expression about their faces; one of them seemed to have but little control over his legs. In spite of him, his knees knocked the top tubing of the frame. Then came the starter's signal: "Riders ready—timers ready!"—bang! went the pistol and four riders shot over the tape, marking the opening of the annual Flatiron road race. The two-thirty riders lined up and again the pistol cracked, while three more riders pedaled for dear life out through the long narrow passageway formed by the eager spectators.

I began to feel a touch of nervousness that was so conspicuous with the riders that went before use. My friend pushed the yellow wheel to the tape and I mounted. Immediately an old-time mount was shoved up beside me, which at first I though to be that of a small boy trying to get through the crowd. But no such thing—it was an actual competitor's wheel and the rider was in strict keeping with his mount. He wore no natty racing togs —just a cheap cotton undershirt and a pair of drawers, with legs detached, which were fashioned into racing trunks to fit the occasion. A bandana tied around his neck and a pair of much-used tennis shoes made up this rider's racing regalia. It was easily apparent that he was a rider from Hunksville—but what he lacked in racing togs was more than made up in perfectly developed muscles. He sat upright—an unconcerned expression on his face. There was no trace of nervousness—just a look of cold-blooded determination. A smirking chuckle went through the crowd but to this the rider from Hunksville seemed positively deaf.

Crack! went the pistol once more. The rider from Hunksville ducked his head, humped his back and the rear wheel skidded under the strain of his heavy leg muscles. From that day to this I have never seen a bicycle get under full headway as rapidly as that old-time wheel of his. The ancient wheel rolled away like magic. A sickening sensation swept through my mid regions as I threw every ounce of



At the Nice, France, Velodrome. View on one of the turns during a paced race.

strength on the pedals. The yellow wheel did not respond to my efforts as readily as did my own bicycle. The thought flashed through my brain that I was pushing a large gear instead of a very ordinary seventy-two. With awful straining I caught the Hunksville rider's rear wheel, getting the advantage of his pace, and stayed with him until we reached the end of the paving. Here, I hoped he would ease his pace if only a little—but that was not to be. There was no slacking of pace whatever. He was thoroughly at home on country roads. He was setting the pace perfectly, with not the least sign of tiring.

At the end of three miles we were getting close to the two-thirty riders who were grinding along for all that was in them. As we pulled up even, the Hunksville demon put on more steam to discourage the panting youths. His efforts had the desired effect. Not one of them had the nerve or necessary strength to couple on in our terrible grind. Two miles further we caught sight of the limit riders and were soon trailing them. They were just about all in as regards real road racing. They were harmless as far as joining our company. We passed them without a struggle and started in on a clear field with five miles yet to go.

I Had One Hope

It was my one hope now that this human pacing machine would cut down his terrific grind, but the rider from Hunksville evidently had no intention of resting up. To the contrary he kept pounding harder, until it was plain that his one object in view was to shake me from his rear wheel. I was almost sure if the end did not come very soon he would succeed in the undertaking.

At this moment I was becoming sick at the stomach. My legs and wind had taken a new lease on life but my stomach was flirting with an all-gone feeling that took away every last bit of confidence. My friend's 22-pound bicycle that only yesterday had seemed as a feather in weight, now must surely weigh a ton. The gear that I knew as eighty-four, seemed to have suddenly enlarged to one hundred and four. All I could see ahead was the old bicycle with the rusty chain, but it appealed to me as the smoothest running machine I had every followed. The last time I raised my head to look at the demon from Hunksville, he was bending lower than ever. The muscles of that rider stood out like steel instead of human flesh. The bandana was blown loose from one end and was streaming straight out behind with a seemingly defiant flutter.

We were hitting better than a three-minute clip when a gruff voice shouted: "Go it, Clem—nary a one in sight and yull pull this'ns cork in a bit!"

Evidently Clem did not hear this line of advice, for he never looked or uttered a sound. I glanced over at the roadside in time to see a lanky farmhand mop his chin with his shirt sleeve. The words rang ghostly true in my ears.

I was growing more tired with every turn of the cranks. It seemed like hours, which in reality were only minutes when my eyes blurred and everything became black. Just then my wheel struck paving and I knew the end was near. I have just a faint recollection of the rider from Hunksville shouting: "Hit 'er hard!"

Had a Sprint Left

All I had left was a dying sprint and a blurred vision of a whirring rear tire of the old bicycle in front of me. I fancied a muffled roar and was just able to sense the fact that we were entering the crowd of excited fans who lined both sides of the street at the tape. At this I gave my last ounce of energy and all was a blank.

When I opened my eyes there was a curious crowd about. I was lying on the grass while my friend was trying to revive me with cold water. Just then the rider from Hunksville reached down and grabbed my hand with the kindliest grip I ever experienced, remarking: "We got first and second place and busted the course record in twenty-eight." Glancing at his watch he continued: "Gosh! I must get out to the place and fix that fence."

ACTIVE SEASON IN CANTON

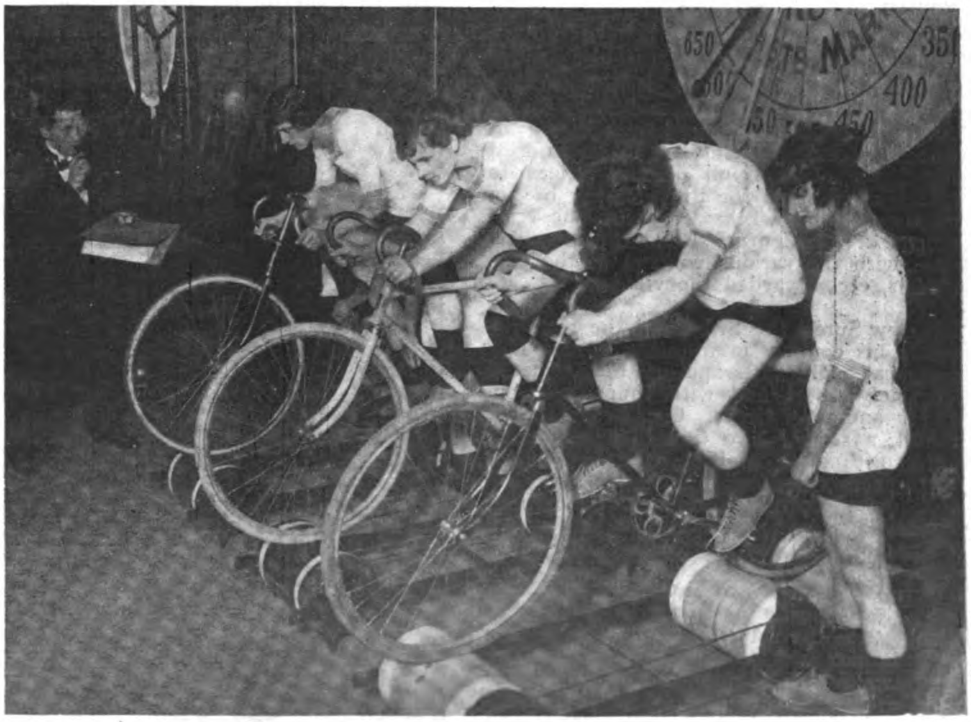
WHAT is said to be one of the most active holiday seasons in the history of the bicycle industry is being enjoyed by retailers of the Canton, O., district, according to reports the past week from leaders in the trade.

C. W. Coventry, of the America Cycle Company, declared this week that the present month is by far the best ever experienced by this well known store, and at the same time he predicted that business next spring should eclipse all previous like periods in history. "The bicycle is becoming an important factor in the holiday trade and more are being given as gifts this year than ever before," Coventry said.

A light advance in price on bicycles has failed to retard sales to any great extent, according to leading dealers, and no further increases are expected for some time, it was stated. Wheeled goods, in which the America Cycle Company and other stores specialize, have experienced a very brisk season and demand for this particular kind of merchandise is on the increase.

J. C. Parks, manager of the Canton Sporting Goods Company, reports that bicycles were a leading item this holiday season and his wheeled goods sales also have been above the average. The stock of bicycles at this store were very low the week before Christmas, with no chance to replenish before the final rush.

The Canton Sporting Goods Company donated a Ranger bicycle to the Nazir Grotto for the annual circus last week.



The girls race on home trainers in the German cabarets. If position is everything in the world the girls have it. The above photo shows three of them starting in a race

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE racing cyclists put in a pretty good year in 1922. May they do as well if not better in 1923 is my wish.

* * *

The six-day race at Brussels, Belgium, will start on Feburary 2 and wind up on February 8 and about 16 teams will start.

* * *

A six-day race is to be run in Berlin, Germany. Let's see—just how many marks does it take to make a dollar?

* * *

Peter Van Kempen, the Hollander, visited Berlin recently and defeated Carl Saldow, the German in a match race, Van Kempen defeating Saldow in each of the three heats.

* * *

The holidays had a telling effect on the attendance at the 174th Regiment, Buffalo, on Saturday night, December 23. The smallest crowd of the season turned out for the meet on that day. The next meet in Buffalo will be held on New Year's Night.

* * *

A number of my readers have written in to find out whether the Florida tracks are to be run this Winter. Have had my good ear to the ground to gather the same information, but have not even heard a chirp out of the powers that be about Miami and Jacksonville. Perhaps, like the bear, they are hibernating and care not whether the tracks are run or not.

* * *

Clarence Carman is certainly cutting into the high and lofty life in Paris. Clarence, who skates well and rides a bicycle very well, was invited to a 30-cover supper by the Maharadjah of Kapurthale—wherever that is— and among the guests besides Clarence were George Seres, French paced rider, Gabriel Poulain, French sprinter, and a number of other anklers. Class? Say so.

* * *

The bicycle clubs in the Metropolitan District have just started to send in the annual review of their activities. The various competitions, both as to actual racing and drives for members, always make interesting news. Each club donates prizes for racing as well as for the securing of new members. This week we publish the year's doings of the Century Road Club Association, with the various winners of the cups, medals, etc., awarded the victors.

* * *

Henry Suter, the Swiss, led the road riders in his country in winnings during 1922. Suter had eight firsts and one third. Charles Martinet was second with four firsts, one fourth and three fifths. Charles Guyot had a first, a second, two thirds, three fourths and a fifth place to his credit, and landed third. Firsts counted five, the other positions going down to one for fifth. Suter scored 43 points to 27 for Martinet and 22 for Guyot.

* * *

During the season in Holland Peter Moeskops, who won the world's sprint championship, led the riders in a point table with 17 firsts and four seconds. Claus Van Nek was second with 13 firsts, three seconds, a third, a fourth and a fifth. John Von Boxtel was third with 12 firsts, six seconds and three thirds. Forty-six professional sprinters figured. In the paced division Jack Storm led with 10 firsts, four seconds, one third, six fourths and one fifth. C. Blekemolen was second with seven firsts, six seconds, eight thirds, one fourth and two fifth places. C. J. Snow was third with three firsts, five seconds, the same number of thirds and three fourths, 23 riders scoring points. M. Peeters won in the amateur class in which 45 riders scored. Eleven wins, four seconds and a third were credited to Peeters. Mazairac was second with ten firsts and six seconds. Bosch van Drakenstein was third with six wins, three seconds and five thirds.

* * *

The old boys die hard. They never say die. Here's Charles G. Gilson, of Centerville, Iowa, in the State where Worth Mitten holds forth, says he is 43 now, but that next Spring he is going to hit 'er up between Burlington and New London in the Hawkeye State. Gilson says that if he can negotiate the deal he will be setting the editorial and mechanical pace for the "New London Journal" before the bluebirds arrive.

* * *

Before the holidays the Subway Sun pictured a small girl whispering to her kid brother that "Daddy says that Santa Claus could come safer and quicker if he used the Subway or Elevated." The old boy with the extreme length chinchillas knew that Daddy was kidding him and was springing the Yuletide's best joke. Santa was wise and used his reliable reindeers with Barney Google's super-famed "Sparkplug" as a pacemaker and he arrived right on time with Christmas greetings from Bill Bliss, Walter Grenda, Bert Dodge, Mr. and Mrs. Nat Butler, Edward Jacksen, George C. Dresser, Bobby Walthour, Jr., and family; Jack Roden, George Wiley, Mr. and Mrs. Arthur Nieminsky, Worth L. Mitten, Mr. and Mrs. Clifford L. James, Mr. and Mrs. Carl Engelman, Al. Everard, Mr. and Mrs. James Lindsey Hunter, R. J. Hoover, Mr. and Mrs. Bob Spears, Charles Turville, C. W. Plass, Eddie Bald, Mr. and Mrs. Ray Stites, Frank Small, D. R. Hobart, Wesley G. Paulson, Peter Knego, Mr. and Mrs. George Crist, Walter Rinck, Mr. and Mrs. Ernie Pye, Mr. and Mrs. Lloyd Thomas and all the little Thomases, Harry Haller, Albert Crebs, Mr. and Mrs. E. C. Bendi, Hans Ohrt, Edward Bates, Engine Company No. 21; Carl Stockholm, Mr. and Mrs. Edgar Judge, Frank Jehan, Mr. and Mrs. Edward Heron, Mrs. Amos G. Batchelder, Mrs. F. B. Coburn, George Polacsy, Charles E. Wehr, J. Ernest Nitz Jr., Mr. and Mrs. L. D. Richards, the Hendee boys, A. R. Jacobson and a number from the fair, fair girls. I wish to thank you one and all and hope that you, too, had a Merry Christmas and will have a Happy and Prosperous New Year.

Carl Saldow, a German Rider Who Is Good at Sprints and Paced Racing

* * *

After making an unsuccessful attempt on the Jersey City to Philadelphia record on Sunday, December 17, William Canfield, a member of the Century Road Club Association, tried again on Thursday, December 21, and this time he was rewarded for his efforts and the record for unpaced riding between the two cities now belongs to him. Canfield on his previous attempt was stopped at New Brunswick by snow, he having done 34 miles in in good time. On his latest and successful try Canfield departed from Mayor Frank J. Hague's official home in Jersey City at 10:10 a. m. and Harry Haller says he was full of pep, zeal and determination to lower the best time between the two cities. A severe side wind was encountered for most of the distance, but Canfield was in good shape from his constant long distance riding and a little wind did not stop him or retard his speed very much. The road was fine and he was ahead of his schedule after he had hit the half-way mark. Keeping up his steady pace, Canfield arrived at Philadelphia City Hall at 4 o'clock in the afternoon, he having done the 93-mile trip in 5 hours and 50 minutes, which bettered the best previous of 6 hours and 8 minutes. There have been a number of attempts on this record this year. S. Goodman, of the C. R. C. A., did 7 hours and 5 minutes. Then along came Willard Knecht, also of the C. R. C. A., and Willard chopped off 20 minutes from Goodman's time on October 29. Harry Wagner, another member of the C. R. C. A., took a slam on Sunday, November 19, at the mark made by Knecht and put it down to 6 hours and 8 minutes. Harry Haller also bettered Knecht's mark the same day, Harry doing 6½ hours for the 3 miles. On Sunday, November 26, William Yarwood took a 23-minute slice off of the paced record for the distance by doing 5½ hours for the distance. Edward Perry, of the C. R. C. of A., had held the paced record and was one of Yarwood's pacemakers. Wagner's mark for the unpaced ride was Canfield's goal and he certainly put the mark where it is in little danger of being bettered for some time when he took an hour and eighteen minutes off of the previous best. Harry Gliesman, the cycling booster and enthusiast, had offered a medal and a gold certificate (not currency, boys and girls) for the rider who made the best time during the year on this route. Unless the other boys hurry it looks as though Canfield will sport that medal and have the gold certificate framed so his grand-children will see just how good grandpop was when he was a boy.

Over the polished boulevard of the Laguna Mountain Pass. Mileage doesn't mean much to the sidecarist on roads like these.

An Australian Motorcycle Bank

DEPOSIT your money in a motorcycle bank. Draw it out in cash or in the form of a motorcycle just as you choose, and get 5 per cent. interest on it all the while it is in the bank.

This is the inducement offered by Biden & Roberts, Indian dealers at Sydney, New South Wales, Australia, to prospective riders who look longingly on the display of motorcycles on the sales floor but have not enough money for an initial payment.

Here is how the plan works out as told by a member of the firm to a representative of MOTORCYCLE AND BICYCLE ILLUSTRATED.

"There are a fair number of young men who have a desire for a motorcycle who start inspecting second hand machines long before they have reached the stage where they have reached the stage where they have enough money to satisfy dealers as a deposit, although in many cases they could pay enough to maintain terms. It was our practice (and no doubt it is the same with other houses) to tell the chap that so and so amount was not nearly enough to buy a motorcycle on terms, to save up enough and come back and see us again.

"Many of these would never save the amount, and of those who did, the purchases would naturally be split up between the various trade houses. In most cases such prospects could only buy cheap machines in the end, viz: such things as second hand Triumphs. Japs, old model Indians, etc.

"When these young men do call at our store and make inquiries they are usually accompanied by three or four youths who possibly will have thoughts of some day owning a machine similar to that which their mate is at the time inspecting. To these youths it is not a bad scheme to put up the Motorcycle Bank scheme, and as a lead up to it, it is quite easy to ask them how would they like to have a motorcycle, and if the answer is in the affirmative the question could then be put 'How much money have you saved up?' 'What do you do with your money when you are saving it?' In most cases their total possessions are usually a few pounds and in some cases none saved at all.

"These young chaps under this scheme are induced to pay their savings into the firm under the heading of 'The Biden & Roberts' Motor Cycle Bank,' pointing out that their money will be quite secure and that they will get 5% interest on it, which is more than other Banks will give them. By accumulating their money in the Bank scheme their interest is maintained, and they eventually get sufficient for a deposit on one of the machines and we find that after they have, say, about half the amount which would be sufficient for a deposit, they take a fancy to some second hand machine you have in stock, and if the amount of cash in the Bank to their credit is sufficient a machine can be labelled with their name, put aside, and the person concerned is told that he can have possession when his deposit has reached a certain amount. This being acquired he then takes delivery and pays the balance under the usual Hire, Purchase agreement terms system. It is quite a common practice for these chaps to be on the watch each Friday night (when they are making their deposits) for a machine that they fancy and it is a good plan to have a good line-up of second hand machines on your late night of business. These boys introduce the scheme to their friends and now it is growing rapidly.

"We at all times point out that if they do change their mind, the money can be drawn immediately—that the banking hours of this bank are considerably longer than other banks, being open from 8 a. m. till 6 p. m. and till 9:30 p. m. on Friday. This scheme induces the lads to save and as they call once a week to pay in deposits they look at motorcycles in your store and never visit other places."

With *the* Amateur Cyclists *and* Clubs

AMERICAS HAVE GOOD SEASON

West Hoboken, N. J.—The Century Road Club of America, rolling into its thirty-second year of cycling and always fighting to keep up cycling as the leading sport when it was at its lowest, has just finished one of its most successful years in the cycling game, having run open events and various competitions for its members to compete in.

At the start of the season in April the famous Hudson County Boulevard race was run with a large entry, in which the riders competed for valuable prizes. Later in the month the Spring Century, which takes in much of the best part of Long Island, was run with great success. Aside from these events there is a club race competition which is run with several sets of races set apart during the season with the Class A and Class B men competing in same and points are awarded to the first five to finish. The following members received the most points during the season and received the following prizes: first in each competition, loving cups; second, silver medals; third, green bronze medals with sapphire stones, and fourth and fifth, bronze medals with ruby sets.

Class A—First, Frank O'Shaugnessy, 54 points; second, Charles Winter, 39 points; third, Joseph Rawlins, 34 points; fourth, Nathan Smith, 32 points; fifth, Daniel Rawlins, 27 points.

Class B—First, Paul Schusztek, 54 points; second, Jake Bashowitz, 34 points; third, R. Magnus, 26 points; fourth, Howard Felsing, 25 points; fifth, Theodore Bigna, 18½ points.

A few medals are put up for unpaced racing during the year for the Class A and Class B riders. The riders have three trials to better their time with a chance to win. The result of the trials and final winners were as follows:

Class A, five-mile unpaced, Charles Winter, 12:41 2-5; Class B, five mile unpaced, R. Magnus, 13:26 4-5; Class A, one-mile unpaced, Charles Winter, 2:25 2-5; Class B, one-mile unpaced, Jack Dashowitz, 2:35 4-5.

A cup trophy was offered for any member breaking an official standing record, and the first to do the same was Joseph Hoviss, riding the one-quarter-mile unpaced in 32 3-5 in Ridgefield, N. J. He bettered the record of 35 seconds flat, which was held by W. C. Thompson of San Antonio, Texas, who made it in 1917. Hoviss was timed by three watches which were held by the Americas and the North Hudson Wheelmen of New Jersey. [Hoviss's record was bettered later. Editor.]

There is an open race competition cup which is offered to the rider securing the most points in all open road races. With points being awarded to the first four members to finish in each race. The biggest point-getter, who joined out of town to ride in races and was the winner, was Nathan Smith, of Ridgefield Park, N. J.

The club also had a very interesting competition which is known as the club run competition. The club captain awards points for start, destination and finish on all club runs, and by doing same keeps the riders together until the finish of the runs. These runs are held every Sunday morning and often in the afternoon after a race meet, which take in many interesting parts of New York and New Jersey. The result of this competition and the following members receiving gold, siver and bronze medals, having secured the most points for the year: first, Frank O'Shaughnessey; second, Joseph Rawlins; third, Albion Everard.

Aside from this there is an evening club run, held every Tuesday night during three months of the season, and for which the rider being on time and finishing the runs receives points. The winner of this competition was Morris Konsker, who will receive a silver medal.

There is also a membership competition for the members bringing in the most new members during the year. For this there is a loving cup for first prize and second prize is a silver medal and third a bronze medal. As this competition does not end until the last day of the year the final returns cannot be given. but the leaders are as follows: first, P. Schuszet; second J. Dashowitz; third, E. Gerard.

They have a century and mileage competition for the most number of centuries and miles ridden in the year, and as this is a national event many of our members throughout the country compete, and with the monthly reports given out by the road record chairman, keeps the riders always going to pass the leading man. For this there are two loving cups for first and second, and for third a silver medal. As this competition does not end until the end of the year it is impossible to name the winner, but the following members are leading with big mileage: first, N. Tarbell, Lake Geneva, Wis.; second, P. Schusztek, New York; third, E. Luely, West Hoboken, N. J.; fourth, E. Perry. There are two riders in the club who will receive engraved certificates for their great bicycle ride from coast to coast. They are Emil Luely, of West Hoboken, N. J., who is in his 69th year and who has enjoyed many long trips, and Edward Perry, of North Bergen, N. J., who was the past club champion. Both enjoyed the long trip; Perry returning in September and Luely in November, as he took a longer trip down through lower California and into Mexico.

There are other events such as the annual four-hour team race, which is run in the Fall of the year for the members. This proves very interesting, as there are several special lap prizes put up as well as six sets of loving cups for first, second and third places, and for fourth silver medals and fifth place bronze medals.

Later in the Fall the club had a hill climb contest which brought out many members for the climb, as each year a different hill is picked for the climb as to make it harder all the time as no one will have a chance to ride it before time. This year the captain picked a good one. It was Eagle Rock out in Essex County. The hill was one mile long with many winding turns in it. The winner of the climb was C. Winter, who will receive a silver medal, and Paul Schusztek, second, a bronze medal.

After this is over a Hare and Hound Chase is run which all the members enjoy. These make up the events run by the club and prizes offered for the different events. As a club they are one of the oldest and give many prizes to members for their efforts. The prizes won by the various members will be given out at the club's annual banquet, which will be held some time in January. The Americas, as they are better known, are always looking for new members and anyone wishing to join or wishing any information regarding club can write to the following members: C. E. Nylander, 118 Haven Ave., New York; E. Gerard, 611 Savoye St., West Hoboken, N. J., and Al. Everard, 713 Hudson Ave., West New York, N. J.

HENKY WINS EMPIRE'S RACE

Brooklyn, N. Y.—William Henky was declared the winner of the weekly "cork" race, held Sunday morning, December 24, by the Empire City Wheelmen over the Shore Road course. B. W. King finished up in second place after a spirited ride with A. Wright and H. Lightfine. Alfred Wright came in for third honors, while Harold Lightfine and R. A. Rom finished fourth and fifth, respectively. A field of twenty-five riders answered the starter's call and braved the hazardous trip around the slippery and wet course. Only one spill occurred, due to the slippery course, when John Riley took a header in going down the Crescent Hill part of the course. Tom Bello, six-day rider, was awheel again and helped the riders along by jamming at intervals with the assistance of Joseph O'Shea. By virtue of his win Sunday, William Henky practically clinched his hold on the R. B. Smith and B. W. King trophies. The former trophy being for "cork" races only and the latter for all-around competition.

Joe Osterhuber, Bay View Wheelman, who has the makings of a good rider.

RECORD ATTEMPT IS ABANDONED

Brooklyn, N. Y.—On Sunday, December 24, Walter Caldwell, Jack Fried and Joe Caldwell started from Jersey City in an attempt to lower the Philadelphia record. The weather was against them and they were forced to abandon their attempt. When they left City Hall, Jersey City, the fog was so thick that they could scarcely see fifty feet ahead of them. The roads were also wet. They started, however, but had only gone a few miles when Fried took a spill. He got up and started again. Crossing Jersey Meadows the fog was so thick that they could hardly see anything, but they managed to make fairly good time.

After passing Newark the fog became more dense and made progress very slow. Here Fried took another spill, due to the wet road. They continued on hoping that the fog would clear and that they would be able to make up lost time. Luck was against them, as on passing Elizabeth the wet roads caused Fried to take another spill, bending his pedal and bruising his side. To make matters worse, a few miles further on, Joe got a nail in his tire. This called a halt for a while to fix the tire and Fried's pedal. They continued on to New Brunswick, as the roads were now dry and the fog cleared. Approaching New Brunswick the roads again became wet. They were so wet that they could not go any faster than a walk. This was the last straw, so they called off the attempt.

NEW MEMBER WINS RACE

New York City—William Edgeworth, a new member in his first race, was the winner of the feature event of several races held on the Grand Concourse, Sunday morning, December 24, by the Unione Sportiva Italiana. His time was 23:10 for the 8½ miles. Second place was accounted for by J. Gallagher from one minute handicap, with L. Broglio third, J. Siciliana fourth and Ed Giampaoli fifth.

Fast time points were again taken by Otto "Spots" Eisele from scratch, whose time was 20:30-1-5. The Class B one-mile sprint went to Jack Visco, followed by A. Pavera, J. Haggerty and J. Siciliana in that order. The Class B Jr. one-mile sprint was won by J. Gallagher, with J. Borghi second, A. Quarello third and William Edgeworth fourth. Order of finish and time of "Cork" Race follows:

	Handicap	Time
1. Wm. Edgeworth	3:00	23:10
2. J. Gallagher	1:00	21:10 1-5
3. L. Broglio	1:45	21:55 2-5
4. J. Siciliana	1:30	21:40 3-5
5. Ed Giampaoli	1:15	21:25 4-5

Fast Time Points

	Handicap	Time
1. "Spots" Eisele	scr	20:30 1-5
2. Jack Visco	:15	20:45
3. John Becker	:30	21:00 2-5

SEVEN TOUR TO TARRYTOWN

New York City—Seven members of the Century Road Club Association, New York Division, participated in a dismal and sloppy ride to Tarrytown on Sunday, December 24. The party left Frenchy's store, 39th street, at 11 o'clock and went via Eighth avenue, Riverside drive and Broadway to Yonkers. From Yonkers on the going was bad, the wet and slushy roads making progress difficult to their destination. The boys had to ride very cautiously to keep their wheels from skidding. John Rahmsdorf and Joe Moccio took a flop when they were crossing some car tracks, but neither were injured. After cleaning up as best they could and enjoying a Christmas Eve dinner they started for home via White Plains Road to Central Avenue to New York.

N. C. W. AWARDS PRIZE MEDALS

San Francisco, Cal.—By courtesy of Frank Drury, chairman of the racing committee of the New Century Wheelmen, it is possible to announce that championship medals will be given out by the club for the year 1922. First, Steve O'Connor, who won second place in the national championship race, will win a gold medal; second, Charles Moe, another "coming" racer will be awarded a gold medal; third, H. Miranda will be awarded a bronze medal. The presentations will take place at a banquet to be given on February 23. This will commemorate the twenty-third anniversary of the actual founding of the New Century Wheelmen, the club having been founded at the beginning of the year 1900. Guests of the club at the banquet will be the Garden City Wheelmen of San Jose.

Athletic events will take place before the banquet, which will be prepared in the fine kitchen which is a feature of the club rooms at 1001 Oak Street. There are several professional chefs among the members and each will labor, on that occasion, in the culinary field where he excels most. The athletic events will consist of a professional team race between members of the New Century Wheelmen and the Garden City Wheelmen, as individuals, however, not as rival clubs. There will also be boxing events and members of the clubs possessed of musical talent will oblige with songs and selections.

CYCLE MEET AT PANAMA

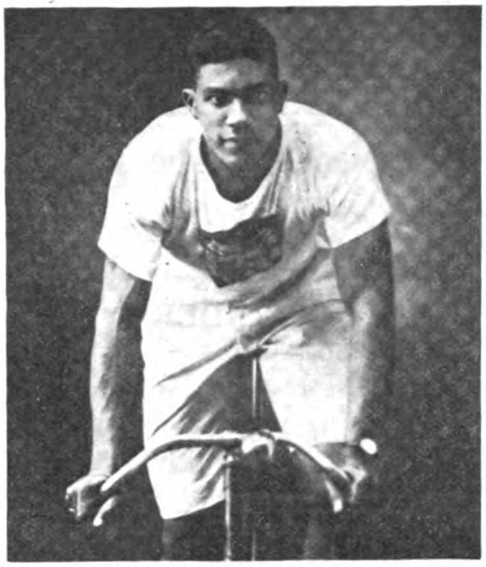
Canal Zone, Panama—The Unique Cycle Association held another successful cycle and athletic meet at the Isthmain Park on Thanksgiving Day, before a crowd of about 2,000 people.

Harold Hollis, the young Panamain champion cyclist, again demonstrated his superiority over all comers by winning all his races except the five-mile, in which his tire skidded off in the last lap, which caused him to fall. Schloss, his nearest opponent, also fell in this race.

The races all proved very interesting, having some very close finishes which brought the crowd to its feet pulsating with excitement. McGrath won both the heavy service races in fine style.

Tom Booz, secretary of playgrounds and clubhouses on the Canal Zone, in distributing the prizes commented on the capable and clean manner in which the sports were run, and the beautiful cups and medals that were distributed as prizes as befitting even an Olympiad. He highly complimented the Unique Cycle Association on the remarkable progress they were making in their efforts to establish cycle racing on the Isthmus and to promote athletics in general. Three rousing cheers were given for Mr. Booz, the Unique Cycle Club and the Cyclone Cycle Club of Colon. The summary:

One-Mile Novice Race—W. McNeil first; A. Allen second.



Harry Hollis, champion of the Panama Canal Zone

One-Half-Mile Scratch—H. Hollis first; C. Omphory second; time, 1:10 4-5.

One-Half-Mile Heavy Service—L. McGrath first; V. Squires second; time, 1:17 2-5.

Three-Lap Boys' Race—J. Walker first; E. Plunkett second; time, 2:49 2-5.

One-Mile Handicap—H. Hollis first; I. Schloss second; time, 2:28.

One and One-Half Mile Scratchmen Excluded—A. Somersale first; Worrell second; time; 4:01 1-5.

Five-Mile Handicap—N. Baptiste first; A. Tawes second; time, 14:23.

Two-Mile Heavy Service—L. McGrath first; V. Squires second; time, 6:02.

Three-Mile Handicap—H. Hollis first; I. Schloss second; time, 8:10 2-5.

Nine-Mile Handicap—H. Hollis first; I Schloss second; time, 26:01 1-5.

SMALL CROWD AT BUFFALO

Buffalo, N. Y.—The smallest crowd in many years turned out to see the games at the 174th Armory, Saturday night, December 23.

The feature race for the pedal pushers was the mile open run in three-quarter-mile heats, and in this run the riders scored points for the City Championship.

Carl Smith headed the table with 8½ points, Elmer Bundt was second with 8 points and Fred Seligman with 5 was third.

Smith fell in his heat, losing a chance to score and Bundt by scoring second moves into first place with 11 points, and Wahl, who won, moves from seventh place to third, as Seligman was unplaced.

Muehlbauer, Bundt, Miller, Mozolf, Shoemaker, Peterson, Wahl and Gronkowski, who was second in the fastest heat, faced the starter in the final.

A prize was awarded the winner of each lap, and Bundt, as usual, was first off the mark and just rode his head off for three laps, and throwing his chances of scoring another victory to the winds.

Wahl was leading when the bell rang and Bundt was unable to pass his opponent. Shoemaker was third, C. Mozolf fourth and Gronkowski, who has failed to break into the point table, was fifth. The mile was ridden in 2:11 1-5.

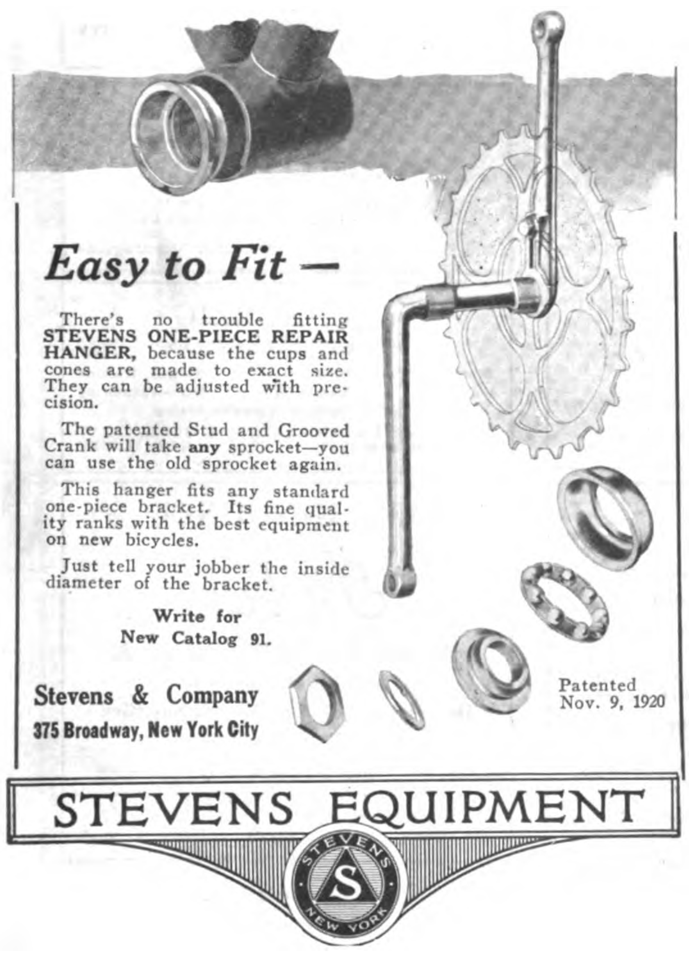
The riding of Peter Roth was the real feature of the night. He won his heat in the 1½ mile, landing from the 30-yard mark, and in the final went to the front at six to go, riding the legs off everyone and won by a length from Shoemaker. 30 yards. Wahl, 15 yards, was third in 3:17 4-5.

The next set of games are at the 106th Armory, New Year's Night, with three events for the cyclists.

CYCLE TRADE IS BOOMING

(*Continued from page 25*)

throughout the entire fall and right on into the winter. Bicycles as gifts have become more popular and it is estimated by dealers that more will be given this year than at any previous Christmas time.



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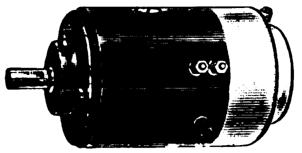

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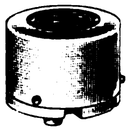

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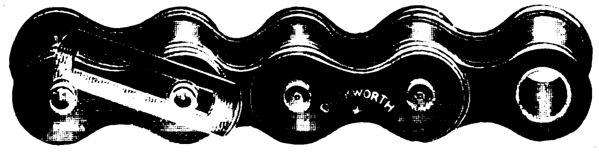

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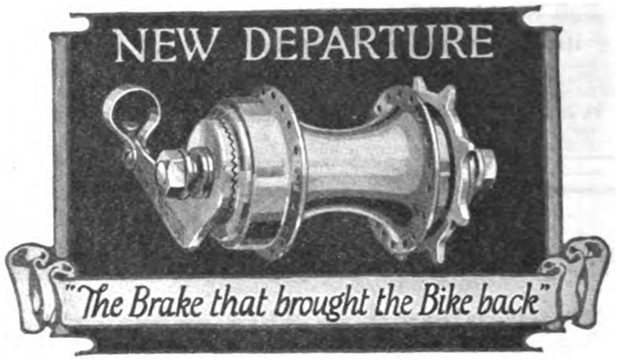
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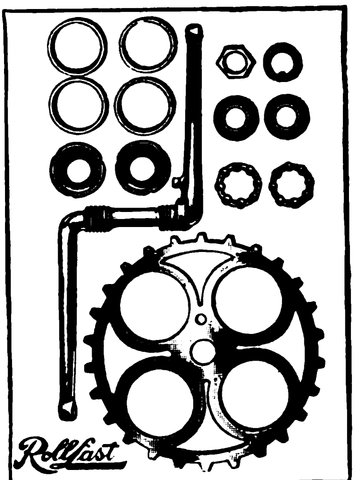

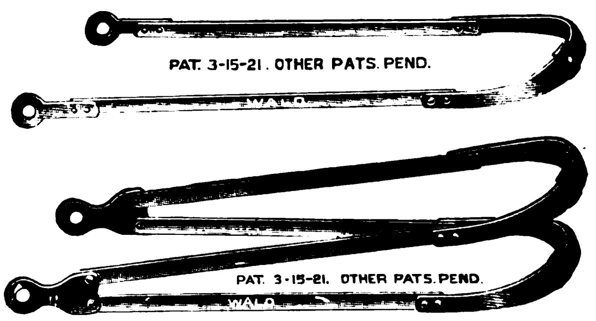
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The Newest and Best Braces on the Market Today.
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Wald Manufacturing Co., Sheboygan, Wis.

WITHOUT EXCEPTION

"STAR"

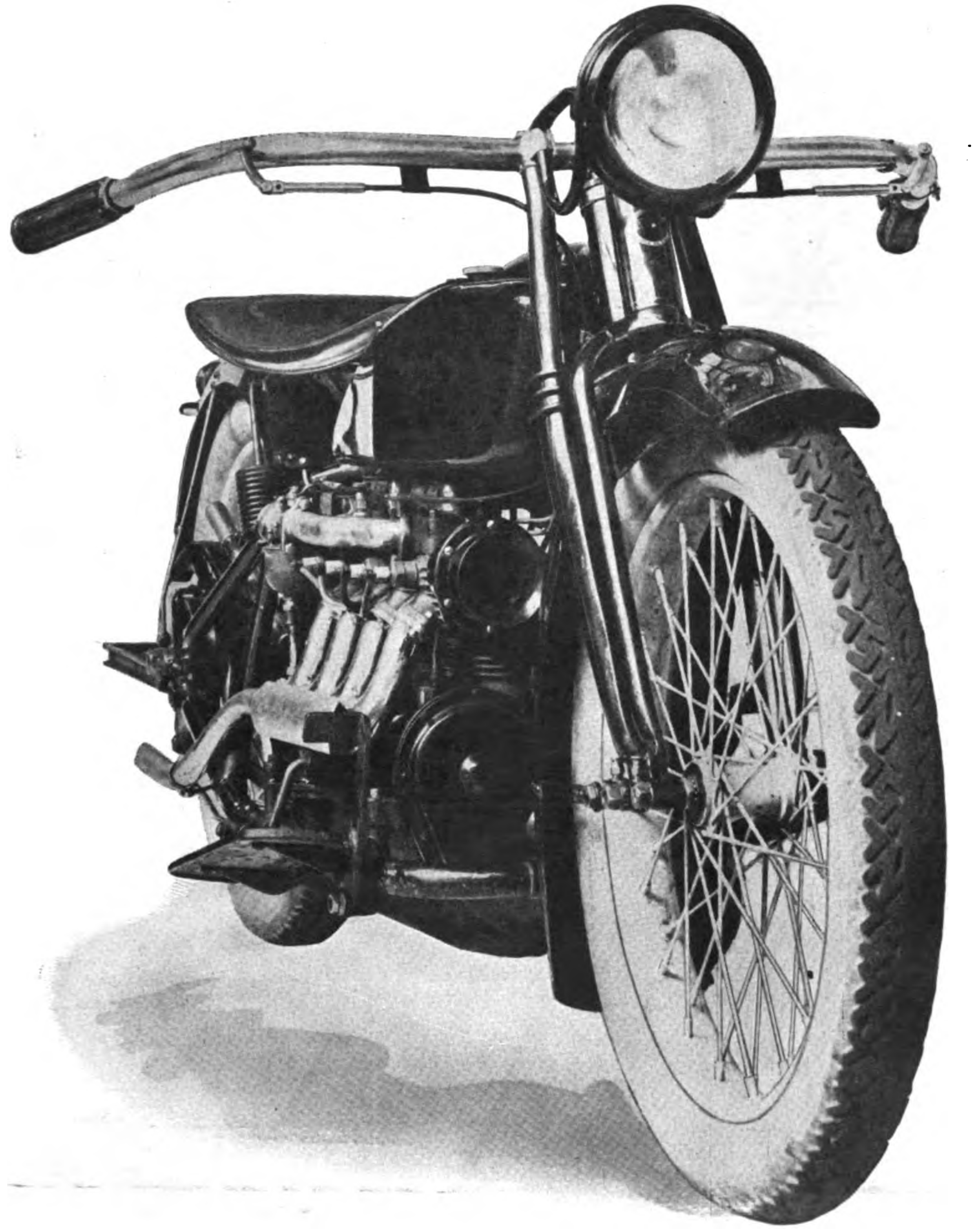
BALL RETAINERS

Are Standard Equipment in All Bicycles and Coaster Brakes in America

THE BEARINGS COMPANY OF AMERICA
LANCASTER, PA.
Western Sales Office:
1012 Ford Bldg. Detroit, Mich.

ACE SPORTING SOLO

It gives full value of the thrill that makes solo riding "the sport without an equal"



Fast
Light
Responsive

List
$365

with high-speed high-compression motor, aluminum alloy pistons, bucket seat, wide nickel-plated sport bars and other special features of construction.

If located in territory not already assigned, there's a chance for you to join the ranks of thriving Ace dealers. So start the New Year right by writing for the 1923 Ace sales proposition.

ACE
MOTOR
CORPORATION
2201 E. ERIE AVE.,
PHILADELPHIA, U. S. A.

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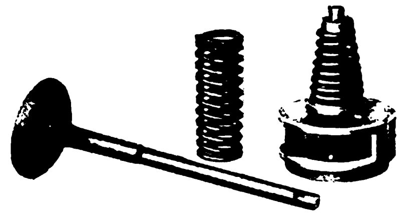
There's *more* power and *longer* life in this 1923 Motor



Greater value is built in the 1923 Harley-Davidson by these 10 improvements

1. Lifetime Roller Bearing Driving Hub.
2. Double-Acting Contracting Brake and Improved Braking Pedal Control.
3. Manual Ignition Switch with Automatic Warning Alarm.
4. Improved Double Plunger Oiler.
5. "Staylit" Shock-Absorbing Tail Lamp.
6. Larger Generator with Increased Charging Capacity.
7. Hinged Rear Mudguard.
8. ✓ Improved Silchrome Exhaust Valves.
9. New Improved Valve Springs.
10. Improved Sidecar Wheel Design.

FOR instance, there's the new improved Silchrome exhaust valves. Harley-Davidson engineers worked with steel makers in developing this material and are the *first* to use Silchrome in a motorcycle motor. These new valves won't warp, pit or burn. Severe tests have proven them to be the most successful valves ever developed for an air-cooled motor.

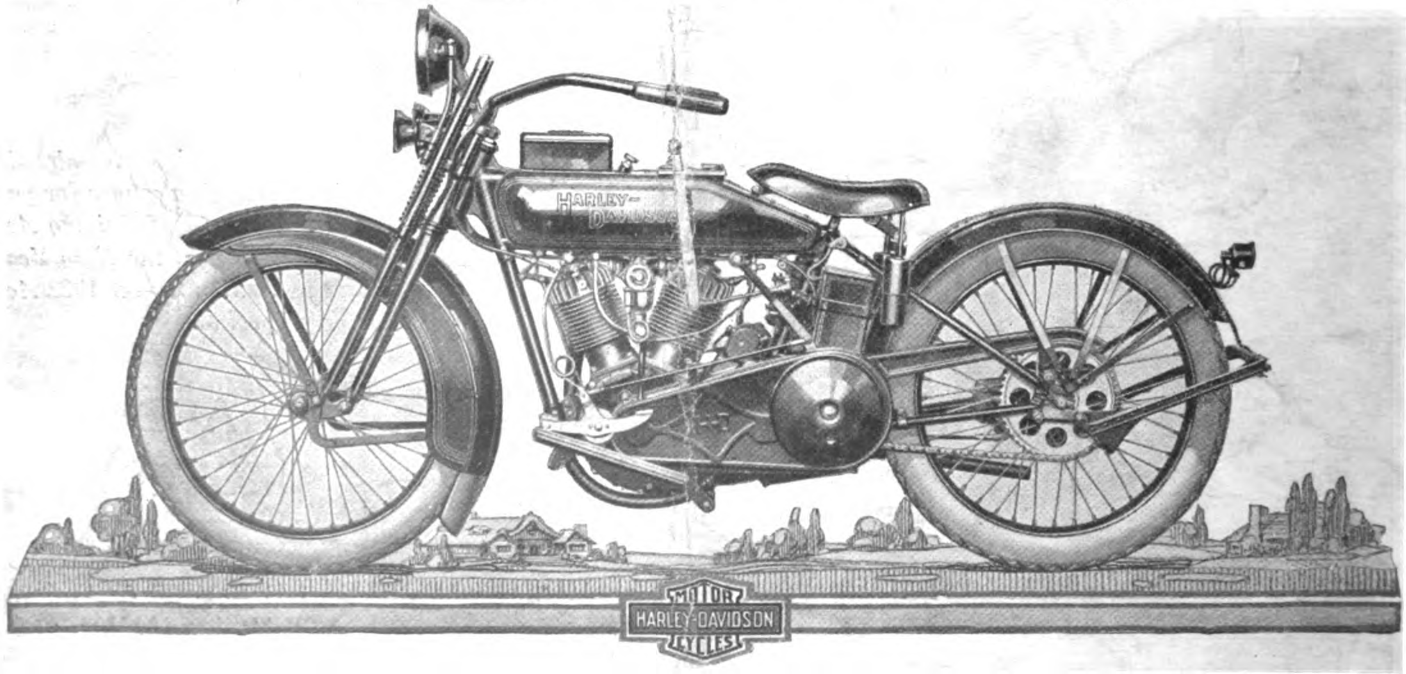
New, larger conical inlet valve springs assure uniform spring tension, longer spring life and reduce friction between valve stems and guides. New improved pre-shrunk exhaust valve springs hold their tension and give the 1923 motor a faster pick-up. These are three reasons why the 1923 Harley-Davidson motor runs smoother, quieter and has *more* power and *longer* life.

Big but unseen improvements, such as these, together with the eight other big improvements, listed at the left, *add value* to the 1923 Harley-Davidson. Yet 1923 prices are sharply *reduced.*

Waiting for you at your local dealer's, is a revelation in motorcycle value, the 1923 Harley-Davidson.

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.
World's Largest Builders of Motorcycles and Sidecars

1923 HARLEY-DAVIDSON
The New World's Champion



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